

SEVENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

LAKE SHORE

AND

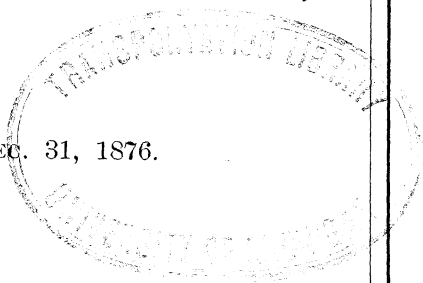
MICHIGAN SOUTHERN

RAILWAY COMPANY

TO THE STOCKHOLDERS,

FOR THE

FISCAL YEAR ENDING DEC. 31, 1876.



CLEVELAND:

FAIRBANKS & CO., PRINTERS, HERALD OFFICE.

1877.

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ORGANIZATION

OF THE

LAKE SHORE & MICHIGAN SOUTHERN

RAILWAY COMPANY.

MAY 1, 1877.

DIRECTORS.

WILLIAM H. VANDERBILT	NEW YORK.
SAMUEL F. BARGER	NEW YORK.
AUGUSTUS SCHELL	NEW YORK.
ROBERT L. CRAWFORD	NEW YORK.
JOHN E. BURRILL	NEW YORK.
FRANCIS P. FREEMAN	NEW YORK.
ANDREW D. WHITE	SYRACUSE, N. Y.
HENRY B. PAYNE	CLEVELAND, O.
AMASA STONE	CLEVELAND, O.
WILLIAM L. SCOTT	ERIE, PA.
CHARLES M. REED	ERIE, PA.
ALBERT KEEP	CHICAGO, ILL.

One vacancy, caused by death of Cornelius Vanderbilt.

OFFICERS.

PRESIDENT.....		
FIRST VICE PRESIDENT.....	WILLIAM H. VANDERBILT.....	NEW YORK.
SECOND VICE PRESIDENT.....	AUGUSTUS SCHELL.....	NEW YORK.
TREASURER AND SECRETARY.....	EDWIN D. WORCESTER.....	NEW YORK.
ASS'T SEC. & ASS'T TREAS. <i>pro tem</i>	N. BARTLETT.....	CLEVELAND, O.
AUDITOR.....	C. P. LELAND.....	CLEVELAND, O.
GENERAL MANAGER.....	JOHN NEWELL.....	CLEVELAND, O.
GENERAL SUPERINTENDENT.....	CHARLES PAINE.....	CLEVELAND, O.
GENERAL FREIGHT AGENT.....	ADDISON HILLS.....	CLEVELAND, O.
ASS'T GENERAL FREIGHT AGENT.....	CHARLES M. GRAY.....	CHICAGO, ILL.
ASS'T GENERAL FREIGHT AGENT.....	GEORGE H. VAILLANT.....	CLEVELAND, O.
ASS'T GENERAL FREIGHT AGENT.....	J. T. R. MCKAY.....	CLEVELAND, O.
GENERAL TICKET AGENT.....	J. W. CARY.....	CLEVELAND, O.
CHIEF ENGINEER.....	L. H. CLARKE.....	CLEVELAND, O.
GENERAL MASTER MECHANIC.....	JAMES SEDGLEY.....	CLEVELAND, O.
MASTER CAR BUILDER.....	JOHN KIRBY.....	CLEVELAND, O.
PURCHASING AGENT.....	A. C. ARMSTRONG.....	CLEVELAND, O.

1. *Farmers' Loan and Trust Company, New York, Registrar of Stock and Transfer Agent.*
2. *Dividends on Stock and Interest on Coupon Bonds paid by Chase & Atkins, 18 Broad Street, New York.*
3. *Interest on Registered Bonds paid by The Union Trust Company of New York, where all Registered Bonds may be transferred.*

REPORT.

The President and Directors of the LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY submit to the Stockholders the following Report for the fiscal year ending December 31, 1876 :

ROAD OPERATED.

The number of miles of Road operated in 1876 was 1,176.79, being 1.40 miles more than in 1875. There are 540.37 miles of Road in the Main Line (Buffalo, N. Y., to Chicago, Ill.), and 636.42 miles of Road in eleven Branches and tributary leased Roads. Of the 1,176.79 miles Road operated, this Company owns 1,024.71 miles, (although 160.11 miles are embraced in three other organizations,) and leases 152.08 miles.

Of the 540.37 miles of Main Line,—235.65 are double track (an increase of 4.85 miles in 1876), making the Main Line equal to 776.02 miles of single track ; and two branches—203.66 miles—are so situated that they, with the Main Line, form a double line of Road between Cleveland, Ohio, and Elkhart, Indiana, (101 miles east of Chicago,) making together 979.68 miles of track, of which 716 miles (73 per cent.) are laid with steel rails. During the year 1876, 10,500 tons—112 miles—steel rails were laid, and the entire cost, as heretofore, charged to Operating Expenses. There are, therefore, but 263 miles of iron rails now in the tracks of the Main Line, and they are being replaced with steel as fast as renewals are needed.

The side tracks were increased in 1876 by 11.12 miles, and now amount to 457.82 miles.

The total number of miles of track to be maintained amounts to 1870.26—the details of which, location by States, etc., will be found in the usual place in this Report.

CONSTRUCTION.

This account for 1876 amounted to \$268,984.10, a reduction from even the small amount in 1875. The details are as follows:

Second Track, 4.85 miles.....	\$ 51,488 82
New Side Tracks, 11.12 miles.....	86,788 42
Ashtabula Harbor, Coal Docks, etc.....	18,444 72
Real Estate.....	8,839 81
New Buildings.....	68,271 35
Bridge Masonry.....	35,150 98
TOTAL—1876.....	\$ 268,984 10
1870-1875, inclusive—six years.....	13,630,323 10
TOTAL—seven years.....	\$ 13,899,312 20

While there was expended on Construction Account in 1876 \$268,984.10, that account is increased in the Balance Sheet but \$160,322.60. A transfer of some outside Real Estate owned by the Company, and not necessary for operating the Road, which cost \$108,661.50, to another account, explains the apparent discrepancy.

EQUIPMENT.

Nothing was charged to this Account in 1876. After losing an entire Passenger Train—valued at \$53,000—in the Ashtabula accident, December 29th, there remained the same number of Locomotives (495) and 9 more cars (10,546) than at the beginning of the year.

There was expended in 1876 for maintenance of Equipment \$1,403,835 which amount proved fully adequate.

A detailed table of the Equipment may be found in its usual place in this Report.

The amount expended for new Equipment, 1870 to 1875, inclusive, was \$5,904,087.09—for 223 Locomotives and 4,739 Cars.

CAPITAL STOCK.

The Capital Stock of the Company is \$50,000,000, to-wit:

Guaranteed (10 per cent.).....	5,335 Shares—\$100.....	\$ 533,500
Ordinary	494,665 Shares— 100.....	49,466,500
	<u>500,000 Shares—\$100.....</u>	<u>\$50,000,000</u>

Of the guaranteed Stock, the claim for dividends between 1857 and 1863 has been settled on \$350,600, leaving \$182,900 still unsettled.

Dividends of 5 per cent. February 1, and 5 per cent. August 1, have been regularly paid on this Stock since August 1, 1863, the date of the first dividend.

Of the ordinary Stock the Company owns 2654 Shares (\$265,400), which appears among its assets in the Balance Sheet.

The dividend upon the ordinary Stock for the seven years (1870–1876) since the consolidation has averaged 5.21 per cent.

BONDED DEBT.

The Bonded Debt of the Company stood:

December 31, 1875.....	\$36,250,000
December 31, 1876.....	36,000,000
DECREASE.....	<u>\$ 250,000</u>

This decrease was accomplished by the annual contribution to the Sinking Fund of the First General Consolidated Mortgage of \$25,000,000. This Mortgage provides for a Sinking Fund of one per cent., or \$250,000 per year. This obligation has run for six years, amounting to \$1,500,000, and is now entirely fulfilled.

The Bonded Debt may be thus classified:

First Mortgage—matures in 1900, including eleven divisional Mortgages on original Roads, to be merged into this Mortgage upon maturity	\$25,000,000	
Less Sinking Fund.....	1,500,000	
	<u>\$23,500,000</u>	
Second Mortgage—matures in 1903; amount of Mortgage.....	\$25,000,000	
Outstanding (including the plain Bonds of 1882—\$3,395,000—provided for by this Mortgage)		12,500,000
		<u>\$36,000,000</u>
TOTAL DEBT—Interest 7 per cent., currency.....		

A table giving details of each class of Bonds now outstanding will be found on a subsequent page.

EARNINGS.

	1876.	1875.
From Freight.....	\$ 9,405,628 95	\$ 9,639,038 14
From Passengers.....	3,664,147 87	3,922,797 88
From all other sources.....	879,399 80	872,362 74
TOTAL.....	\$13,949,176 62	\$14,434,198 76
Operating Expenses and Taxes.....	9,574,835 52	10,531,500 88
Per cent. of Earnings.....	68.64	72.96
NET EARNINGS.....	\$ 4,374,341 10	\$ 3,902,697 88
Interest on Funded Debt, Leases Branch Roads, Dividend (10 per ct.) Guaranteed Stock, less interest and dividends on assets.....	2,759,989 36	2,810,293 64
BALANCE FOR STOCK.....	\$ 1,614,351 74	\$ 1,092,404 24
Per share.....	3 26	2 20
Paid dividend No. 12, August 1, 1876—2 per cent.....	989,330 00	989,330 00
Paid dividend No. 13, February 1, 1877—1¼ per cent.....	618,331 25	
SURPLUS.....	\$ 6,690 49	\$103,074 24

The financial results of the seven years since consolidation are shown by the following condensed table:

YEAR.	MILES.	GROSS EARNINGS.	OPERATING EXPENSES.		NET EARNINGS.	INTEREST, LEASES AND DIVIDENDS GUARANTEED STOCK.	DIVIDENDS.		SURPLUS.
			Amount.	Per Cent.			Amount.	Per Cent.	
1870...	1,013	\$13,509,236	\$ 8,368,821	61.95	\$5,140,415	\$1,828,897	\$2,752,360	8	\$ 559,158
1871...	1,074	14,898,449	9,779,806	65.64	5,118,643	2,121,164	2,874,355	8	123,124
1872...	1,136	17,699,935	11,839,526	66.90	5,860,409	2,201,459	3,466,096	8	192,854
1873...	1,175	19,414,509	13,746,598	70.90	5,667,911	2,654,560	1,978,040	4	1,035,311
1874...	1,175	17,146,131	11,152,371	65.04	5,993,760	3,008,193	1,607,661	3¼	1,377,906
1875...	1,175	14,434,199	10,531,501	72.96	3,902,698	2,810,294	989,330	2	103,074
1876...	1,177	13,949,177	9,574,836	68.64	4,374,341	2,759,989	1,607,661	3¼	6,691
Av'ge,	1,132	\$15,864,519	\$10,713,351	67.53	\$5,151,168	\$2,483,508	\$2,182,215	5.21	\$ 485,445

As compared with 1875 the Earnings for 1876 show a decrease of \$485,022, or 3.36 per cent.

Operating Expenses show a decrease of \$956,665, or 9.08 per cent.

Net Earnings show an increase of \$471,643, or 12.09 per cent.

As will be seen by the following Freight statistics, the year 1876 was noticeable for the heaviest movement of tonnage—at the lowest rate—in the history of the Road.

YEAR.	TONS.	AVERAGE MILES HAULED.	TONS ONE MILE.	REVENUE.	RECEIPT PER TON PER MILE.	COST PER TON PER MILE.	PROFIT PER TON PER MILE.
					Cent.	Cent.	Cent.
1870.....	2,978,725	192.7	574,035,571	\$ 8,746,126	1.504	.932	.572
1871.....	3,784,525	193.9	733,670,696	10,341,218	1.391	.913	.478
1872.....	4,443,092	208.2	924,844,140	12,324,862	1.374	.920	.454
1873.....	5,176,661	203.6	1,053,927,189	14,192,399	1.335	.946	.389
1874.....	5,221,267	191.4	999,342,081	11,918,350	1.180	.767	.413
1875.....	5,022,490	187.8	943,236,161	9,639,038	1.010	.737	.273
1876.....	5,635,167	201.2	1,133,834,828	9,405,629	.817	.561	.256

As compared with 1875, the tonnage shows an increase of 20.2 per cent., but the average rate per ton per mile (.817) is 19.1 per cent. less than even the very low rate of 1875 (cent. 1.010), causing a decrease in Freight Earnings of \$233,409, or 2.42 per cent.

The rate of 1875, but a trifle over one cent per ton per mile, applied to the heavy tonnage of 1876, would have given us \$2,188,300 more *Net Earnings*.

The persistent and partially successful efforts of the Trunk Lines terminating at Philadelphia and Baltimore to obtain business at the expense of the cities of New York and Boston, by the adoption of rates which discriminated in favor of the former cities, aroused the New York Trunk Roads to a vigorous defence of what they considered a vital principle; to-wit: equal rates from the West on all export tonnage—no matter from what Atlantic seaport it should be exported.

This contest was inevitable sooner or later; and it was certain that when it came, this Road, from its geographical position, could not remain neutral as regarded the defense of the commerce of New York and Boston. The low prices consequent upon the contest ruled from the middle of April until the middle of December, when an understanding was arrived at and rates moderately advanced. This was too late, however, to favorably affect the receipts of the year. This contest, together with the universal stagnation of business for the past three years, necessitating concessions to local manufactories to keep them running, accounts for the extremely low average rate for 1876, a rate that is but thirty-five per cent. of the average rate of 1860. Had the agriculturist been forced to follow down the Railroad company, that carries his produce to market, in the rapidly diminishing return for labor and capital, he would be obliged to accept, at the present time, thirty-five cents for his bushel of wheat, as against one dollar in 1860.

So far during 1877, the rates, although low, have been fairly maintained; and a healthy determination to make business remunerative, is apparent everywhere.

As with Freight, so with Passengers. The year shows the greatest number (except 1875) of Passengers moved—at the lowest rate, and least amount of Earnings—of the seven years since the consolidation.

Extremely active competition for “centennial travel,” demoralized all rates, and the greater part of the Passenger business on all lines was done at half ordinary prices, or even less, during the last two-thirds of the year.

The following condensed table gives the figures for seven years:

YEAR.	PASSENGERS.	AVERAGE DISTANCE.	PASSENGERS ONE MILE.	REVENUE.	RECEIPT PER PASSENGER PER MILE.	COST PER PASSENGER PER MILE.	PROFIT PER PASSENGER PER MILE.
					Cent.	Cent.	Cent.
1870.....	2,065,440	77	160,500,114	\$4,192,960	2.612	1.618	.994
1871.....	2,046,428	70	142,684,243	4,006,724	2.808	1.843	.965
1872.....	2,212,754	74	162,308,495	4,218,543	2.599	1.739	.860
1873.....	2,845,163	63	179,363,173	4,569,730	2.542	1.802	.740
1874.....	3,096,263	56	173,224,572	4,249,022	2.452	1.595	.857
1875.....	3,170,234	52	164,950,861	3,922,798	2.378	1.735	.643
1876.....	3,119,923	56	175,510,501	3,664,148	2.090	1.438	.652

OPERATING EXPENSES.

Operating Expenses and Taxes, 1876, including 112 miles steel rails.....	\$ 9,574,835
Operating Expenses and Taxes, 1875, including 105 miles steel rails.....	10,531,501
Operating Expenses and Taxes, 1874, including 78 miles steel rails.....	11,152,372
Operating Expenses and Taxes, 1873, including 141 miles steel rails.....	13,746,599

Notwithstanding the heavy increase of tonnage (twenty per cent.) in 1876, as compared with 1875, the Operating Expenses show a decrease of \$956,666, or nine per cent. This saving was effected by lower prices for labor and material (especially for steel rails), and not by neglecting or postponing repairs and maintenance of the property. Included in the expenses are:

10,500 tons (112 miles) steel rail.
 523,451 (190 miles) cross-ties.
 291 Cars built in place of a like number worn out.
 9 Cars additional.

The Road and Equipment are in excellent condition, and it is believed will compare favorably with any other in the country.

ASHTABULA ACCIDENT.

After enjoying complete immunity from serious accident during the seven years of this consolidated Company's existence, just at the close of the year occurred the disaster known as the Ashtabula accident.

On the 29th of December, at 7:28 P.M., while the Pacific Express (westward) was crossing the iron bridge spanning Ashtabula creek, just east of the city of Ashtabula, the bridge gave way, and the entire train, consisting of two locomotives, four express and baggage cars and six passenger and sleeping cars, was, with the exception of the forward locomotive, precipitated into the chasm, a distance of seventy feet.

The train took fire immediately and was entirely consumed. There were one hundred and fifty-nine persons upon the train, including nine children. Eighty-three were killed directly and five have died since, making eighty-eight dead ; sixty-three were injured and eight were uninjured.

The cause of this accident is wrapped in mystery, although many theories have been put forward. The bridge, a Howe truss in iron ; a single span of one hundred and fifty feet, resting upon stone abutments ; was erected in 1863, and had safely borne an enormous traffic for a period of thirteen years. Only an hour before it fell, a heavy freight train, with two locomotives, had safely crossed. The slightest suspicion that this bridge was not as safe as any in the country was never, for a moment, entertained by any officer of this Company.

The Road was thus cut in twain from December 29th until January 10th, 1877, on which day, at 11:30 A.M., the Atlantic Express (eastward) crossed the new bridge which had in the meantime been erected. In view of the difficulties occasioned by the debris of the wreck, the severe stormy weather which prevailed nearly all the

time, and the other obstacles to be overcome, this interruption was very brief.

CONCLUDING REMARKS.

The encouraging features of the year under review are,

First—The continued freedom from floating debt, and the steady reduction of the bonded debt by the annual contribution to the Sinking Fund. This conservative policy marked out by our late President, Cornelius Vanderbilt, should be strictly adhered to in the future.

Second—The large business of the Road in 1876—which proves its impregnable geographical position. With equal rates, its ability to hold its own against the fiercest competitive assaults, must be unquestioned.

Third—The economical management of the Road—which is shown by a reduction of nearly a million dollars in expenses—without the property suffering any deterioration. The train service was increased but $2\frac{1}{2}$ per cent. to handle the largely increased business of the year.

To the General Manager, Mr. JOHN NEWELL, the General Superintendent, Mr. CHARLES PAINE, and the late Chief Engineer, Mr. CHARLES COLLINS, and their subordinates, great credit is due for the efficiency and sound economy with which the Road has been worked.

The fixed charges against Net Earnings for 1877 will be as follows :

Interest on L. S. & M. S. R'y debt, \$36,000,000 at 7 per cent.	\$2,520,000
Interest on D. M. & T. " 924,000 at 7 "	64,680
Interest on K. & W. P. " 600,000 at 7 & 8 "	44,000
Dividend on Guaranteed Stock, \$533,500 at 10 per cent.	53,350
Rental four branch roads—partly estimated	275,000
	2,957,030
Less interest and dividends on assets—estimated	215,000
TOTAL	\$2,742,030
Last year	2,759,989
Reduction	\$ 17,959

WM. H. VANDERBILT,

Cleveland, O., May 2, 1877.

Vice President.

Since the close of the year for which the foregoing report is made, occurred the death, on the 4th of January, 1877, of our President, CORNELIUS VANDERBILT.

Mr. Vanderbilt became the President of this Company in the summer of 1873, and brought to its management the long experience he had had in large business enterprises, and that remarkable ability which he had shown in his control of other Railroads. The financial condition of the Company, when he assumed the Presidency, its embarrassed condition by reason of the panic occurring in the early fall of that year, and its extrication therefrom by Mr. Vanderbilt's official energy and personal assistance, are stated in the report for the year 1874. But for this energy and assistance it is doubtful whether the Company could have gone through the depressed condition of business that has since prevailed, and maintained its integrity and strength. That it is now free from embarrassment, and fully capable of taking advantage of the improvement in business, which cannot now be far distant, is due almost entirely to him.

And on the 17th of January, 1877, occurred the death of our Chief Engineer, CHARLES COLLINS—which was a mournful sequel to the Ashtabula accident, and by which, indirectly, it was caused. He had filled an important and responsible position upon some part, or the whole of this Company's line, from the time of its construction in 1852—a period of twenty-five years. He was stern in his appreciation of official duty, and untiring in its strict performance. He had a high sense of honor as a man, and in his profession had few equals.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

1875.	Per Cent.	EARNINGS.	Per Cent.	1876.
\$ 9,639,038 14	66.8	From Freight.....	67.43	\$ 9,405,628 95
3,922,797 88	27.2	“ Passengers.....	26.27	3,664,147 87
290,404 18	2.0	“ Express.....	1.97	273,710 79
454,090 87	3.2	“ Mails.....	3.51	490,590 79
49,780 89	.3	“ Rents.....	.36	50,460 92
78,086 80	.5	“ all other sources.....	.46	64,637 30
\$14,434,198 76	100.	TOTAL.....	100.	\$13,949,176 62
		Decrease.....\$485,022 14		
1875.	Per Cent. of Earnings.	EXPENSES.	Per Cent. of Earnings.	1876.
\$ 208,399 30	1.44	General Office Expenses.....	1.60	\$ 221,979 45
593,316 19	4.11	Conductors and Trainmen.....	4.36	608,844 57
702,748 81	4.87	Enginemen and Firemen.....	4.88	681,073 74
1,748,592 45	12.11	Agents and Station Labor.....	12.02	1,676,995 04
18,750 03	.13	Telegraph Repairs and Supplies.....	.15	20,548 17
33,958 31	.24	Gas-light Account.....	.23	31,581 85
653,387 09	4.53	Repairs—Engines and Tenders.....	3.98	555,605 33
868,729 95	6.02	“ Cars.....	6.08	848,230 23
1,314,144 38	9.10	“ Roadway and Track.....	8.44	1,177,304 05
1,101,013 90	7.63	Steel and Iron Rails.....	3.73	519,872 34
68,514 76	.47	Repairs—Bridges.....	.77	107,881 24
54,279 44	.38	“ Fences.....	.22	30,685 00
288,193 65	2.00	“ Buildings.....	1.87	261,979 53
1,151,722 30	7.98	Fuel Consumed.....	7.81	1,089,192 40
168,938 61	1.17	Oil and Tallow.....	.91	126,497 56
24,957 16	.17	Waste and Rags.....	.11	15,367 83
180,325 58	1.25	Office, Train and Station Supplies.....	1.30	182,166 85
24,427 62	.17	Damage and Loss—Freight and Baggage.....	.19	26,197 63
7,080 50	.05	Damage to Property and Cattle killed.....	.06	8,880 40
44,303 53	.31	Personal Injuries.....	.33	45,398 35
30,324 35	.21	Law Expenses.....	.25	35,606 44
7,467 21	.05	New York Office.....	.12	17,224 17
70,146 26	.49	Rents Payable.....	.47	65,165 95
243,163 99	1.68	Outside Agencies and Advertising.....	1.78	247,815 39
12,107 19	.08	Contingencies.....	.11	14,628 69
428,807 03	2.97	Hire of Cars.....	3.32	462,456 15
\$10,047,799 59	69.61	TOTAL.....	65.09	\$ 9,079,088 35
483,701 29	3.35	Taxes.....	3.55	495,747 17
\$10,531,500 88	72.96	TOTAL OPERATING EXPENSES AND TAXES.....	68.64	\$ 9,574,835 52
		Decrease.....\$956,665 36		
\$ 3,902,697 88	27.04	NET EARNINGS.....	31.36	\$ 4,374,341 10
		Increase Net Earnings.....\$471,643 22		
	100.		100.	

INCOME ACCOUNT—1876.

Gross Earnings.....	\$13,949,176 62
Interest and Dividends on Assets.....	212,215 88
TOTAL.....	\$14,161,392 50
Less—	
Operating Expenses and Taxes	\$9,574,835 52
Interest on Funded Debt, viz:—	
Lake Shore & Michigan Southern.....	\$2,537,500 00
Detroit, Monroe & Toledo.....	64,680 00
Kalamazoo & White Pigeon.....	44,000 00
	2,646,180 00
Rental Leased Roads, viz:—	
Erie & Kalamazoo	\$ 30,000 00
Kalamazoo, Allegan & Grand Rapids.....	103,800 00
Jamestown & Franklin—40 per cent. of earnings.....	90,625 73
Mahoning Coal Railroad—40 per cent. of earnings.....	48,249 51
	272,675 24
Dividends Guaranteed Stock (10 per cent.).....	53,350 00
Dividends Ordinary Stock, viz:—	
August 1, 1876, No. 12, .....2 per cent.....	\$989,330 00
February 1, 1877, No. 13, .....1½ per cent.....	618,331 25
	1,607,661 25
TOTAL..... 3¼	14,154,702 01
SURPLUS, 1876.....	\$ 6,690 49
Add amount to credit Income Account January 1, 1876.....	2,282,077 24
TOTAL DECEMBER 31, 1876, (nominal).....	\$ 2,288,767 73

CONDENSED BALANCE SHEET, DECEMBER 31, 1876.

ASSETS.

Lake Shore & Michigan Southern Railway and Branches.....	864.60 miles.....	\$65,312,333 04	
Detroit, Monroe & Toledo Railroad.....	62.29 miles.....	1,291,968 13	
White Pigeon & Kalamazoo Railroad.....	36.68 miles.....	610,000 00	
Northern Central Michigan Railroad.....	61.14 miles.....	1,347,494 96	
Total Railway owned by L. S. & M. S. R'y Co. (\$66,900 per mile).....	1,024.71 miles.....	\$68,561,796 13	
Equipment for 1,177 miles Road, 495 Locomotives, 10,546 Cars.....		14,378,709 04	
Jamestown & Franklin Railroad, 51 miles—			
Advances to December 31, 1876.....		\$1,058,506 94	
First Mortgage Bonds, (\$273,000).....		240,300 00	
Second Mortgage Bonds, (\$300,000).....		255,000 00	
Stock, (\$400,000).....		320,000 00	
			1,873,806 94
Lake Shore & Michigan Southern Railway Stock, (2,654 shares).....		265,400 00	
Detroit, Monroe & Toledo Railroad Stock, (4,136 shares, entire issue except 5 shares).....		413,600 00	
Union Stock Yards Stock, Chicago, (4,000 shares).....		400,000 00	
Empire Transportation Company Stock.....		60,750 00	
Merchants' Despatch Transportation Company Stock.....		79,226 28	
Capital advanced to Co-operative Despatch Lines.....		151,440 72	
\$437,000—Cincinnati, Wab. & Mich. Railroad—1st Mortgage Bonds, 7s gold, \$437,000 00			
400,000—Lake Shore & Tuscarawas Val. R'y—1st Mortgage Bonds, 7s gold, 400,000 00			
42,000—Lake Shore & T. V. R'y—3 gold coupons deferred by agreement..		42,000 00	
213,000—Mahoning Coal Railroad—1st Mortgage Bonds.....	7s	213,000 00	
14,000—Erie & Pittsburgh Railroad—1st Mortgage Bonds.....	7s	14,000 00	
91,000—Grand Rapids, Newaygo & L. S. Railroad—1st Mortgage Bonds, 8s		86,630 00	
6,500—Grand Rapids, Newaygo & L. S. Railroad, Second Division—1st			
Mortgage Bonds.....	7s	5,200 00	
58,000—White Pigeon & Kalamazoo Railroad—1st Mortgage Bonds.....	7s	52,200 00	
6,000—Michigan Lake Shore Railroad—1st Mortgage Bonds.....	8s	6,000 00	
6,000—Toledo, Wabash & West'n R'y Sink. Fund—1st Mortgage Bonds 7s		4,695 00	
66,000—Leavenworth (Kansas) County Bonds.....	7s	49,500 00	
30,000—Holliday Coal Company Bonds.....	8s	30,000 00	
5,500—Cleveland, Tus. Valley & Wheeling Bonds (and \$5,850 Stock).....	7s	6,766 52	
			1,346,991 52
\$1,375,000			
Sundry Bond Scrip, (our own issues).....			2,619 26
Pacific Hotel Company, Chicago—			
First Mortgage Bonds, (\$175,000).....		\$173,112 50	
Second Mortgage Bonds, (\$196,000).....		117,600 00	
Stock, (\$125,000).....		125 000 00	
			415,712 50
Bills Receivable—New York.....		\$500,000 00	
Bills Receivable—Cleveland.....		33,005 22	
			533,005 22
Cash in New York.....		\$1,143,829 93	
Cash in Cleveland.....		23,421 95	
Uncollected Earnings, (collected since January 1st).....		397,384 74	
			1,564,636 62
General Office Property and other Real Estate.....		228,455 38	
Supplies, Rails, Fuel, etc.....		1,070,336 85	
			<u>\$91,346,486 46</u>

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

LIABILITIES.

Capital Stock, (533,500 ten per cent. guaranteed,).....\$50,000,000 00

Funded Debt, (detailed table elsewhere,)—

Lake Shore & Michigan Southern Railway Company, 864.60 miles.....	36,000,000 00
Detroit, Monroe & Toledo Railroad..... 62.29 miles.....	924,000 00
White Pigeon & Kalamazoo Railroad..... 36.68 miles.....	600,000 00

Floating Debt—(None.)

December Liabilities, paid in January	888,712 48
Dividend, paid February 1st, 1877.....	645,006 25

Income or Profit and Loss Account.....	2,288,767 73
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\$91,346,486 46

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

EARNINGS AND EXPENSES IN DETAIL, 1876.

1876.	Per Cent.	January.	February.	March.	April.
EARNINGS.					
From Freight	67.42	771,845 33	784,797 60	838,840 08	828,028 48
“ Passengers	26.27	252,967 72	237,523 56	280,798 79	279,168 84
“ Express	1.96	22,628 35	21,113 21	22,866 28	23,546 83
“ Mails	3.53	40,924 82	40,964 82	40,758 57	40,912 32
“ Rents .....	.36	3,901 36	4,642 38	4,610 02	2,876 34
“ All other sources .....	.46	5,004 02	6,487 57	5,860 71	5,366 14
TOTAL—1876	100.00	1,097,271 60	1,095,529 14	1,193,734 45	1,179,897 95
1875		1,163,564 29	1,037,517 81	1,287,840 94	1,275,663 91
1874		1,569,750 20	1,363,355 24	1,491,279 50	1,518,122 02
1873		1,445,219 89	1,600,933 15	1,774,127 57	1,709,880 19
1872		1,349,274 51	1,302,139 38	1,504,478 30	1,536,193 20
1871		1,090,039 01	1,082,655 88	1,320,092 13	1,225,280 58
1870		899,288 66	1,003,887 54	1,168,963 21	1,177,877 83
EXPENSES.					
General Office Expenses	2.44	19,369 27	17,367 74	18,843 33	17,423 95
Conductors and Trainmen	6.70	49,507 39	46,909 28	48,188 95	49,672 66
Enginemen and Firemen	7.50	55,911 44	51,356 96	53,919 53	53,751 24
Agents and Station Labor	18.47	134,856 11	132,751 89	138,451 26	132,063 92
Telegraph Repairs and Supplies .....	.23	1,499 82	1,282 48	1,488 83	1,424 07
Gas-light Account .....	.35	3,649 83	2,991 16	2,741 37	2,510 75
Repairs Engines and Tenders	6.12	48,771 95	46,506 82	47,065 85	43,103 05
“ Cars	9.34	79,156 38	66,968 46	65,929 56	63,400 75
“ Roadway and Track	12.97	76,942 43	102,426 55	96,795 25	100,257 70
Rail Account—Steel and Iron	5.73	39,955 29	45,577 19	45,976 04	50,024 67
Repairs Bridges	1.19	4,396 01	3,456 32	3,209 51	6,511 50
“ Fences .....	.34	87 80	555 25	495 24	1,909 84
“ Buildings and Fixtures	2.88	15,190 73	14,766 18	17,103 39	18,145 11
Fuel Consumed	12.00	87,771 27	74,023 48	86,799 00	86,258 46
Oil and Tallow	1.39	9,699 27	13,971 76	9,432 19	8,213 53
Waste and Rags .....	.17	1,324 08	1,982 21	1,098 40	1,675 89
Office, Train and Station Supplies	2.01	14,797 37	11,025 90	14,011 48	15,421 58
Damage and Loss—Freight and Baggage .....	.29	1,981 19	2,577 16	1,491 81	1,554 98
Damage to Property and Cattle Killed .....	.10	317 54	1,266 51	366 88	1,889 53
Personal Injuries .....	.50	2,289 40	4,757 48	1,572 76	5,250 13
Law Expenses .....	.39	4,120 81	2,965 27	2,873 28	4,254 75
New York Office .....	.19	5,357 15	332 89	615 06	50 00
Rents Payable .....	.72	6,352 73	3,945 50	7,034 96	4,875 70
Outside Agencies and Advertising	2.73	17,579 54	23,515 42	27,640 48	14,388 60
Contingencies .....	.16	1,056 62	678 09	805 37	1,477 84
Hire of Cars	5.09	39,555 58	35,100 29	32,176 52	34,059 90
TOTAL—1876	100.00	\$721,497 00	\$709,058 24	\$726,126 30	\$719,570 15

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

EARNINGS AND EXPENSES IN DETAIL, 1876.

May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
815,366 85	757,334 67	642,098 79	763,862 77	841,512 78	827 217 47	785,063 60	749,660 53	\$ 9,405,628 95
289,405 12	310,432 28	311,703 89	362,868 98	434,594 72	415 345 46	263,885 59	225,453 42	3,664,147 87
24,891 62	24,047 22	18,235 33	21,674 62	24,069 97	24,155 63	22 637 56	23,844 67	273,710 79
40,964 82	40,758 57	40,989 82	41,026 27	40,683 57	40,979 82	40,898 82	40,728 57	490,590 79
2,934 92	5,442 51	3,359 27	3,308 58	4,486 25	4,358 12	4,017 32	6,523 85	50,460 92
5,075 93	4,212 82	4,227 69	5,251 06	5,636 80	6,137 18	5,811 67	5,565 71	64,637 30
1,178,639 26	1,142,228 07	1,020,614 79	1,197,992 28	1,350,984 09	1,318,193 68	1,122,314 56	1,051,776 75	\$13 949,176 62
1,100,142 01	1,055,698 43	1,079,808 29	1,178,324 94	1,306,826 36	1,392 487 01	1,275 954 37	1,280,370 40	14,434,198 76
1,373,678 32	1,335,318 43	1,255,831 15	1,414,818 63	1,532,602 32	1,589,497 32	1,335,892 00	1,365,985 63	17,146,130 76
1,663,040 46	1,604,447 68	1,466,956 52	1,566,914 50	1,791,375 65	1,788,186 08	1,433,734 78	1,572,692 79	19,414,509 26
1,489,333 22	1,332,726 67	1,235,144 80	1,472,074 18	1,643,640 04	1,774,820 54	1,567,875 38	1,492,235 06	17,699,935 28
1,201,783 25	1,148,480 60	1,140,387 95	1,304,253 37	1,377,653 55	1,410,866 76	1,353,361 83	1,243,594 47	14,898,449 38
1,099,493 63	1,042,300 77	908,397 09	1,182,302 91	1,242,956 05	1,294,124 14	1,262,916 87	1,226,726 78	13,509,235 53
17,481 84	17,608 59	17,282 33	25,195 50	17,364 47	17,350 55	17,619 98	19,071 90	\$ 221,979 45
51,358 71	53,453 43	47,515 34	48,573 30	53,625 90	54,956 87	52,564 06	52,518 68	608,844 57
58,145 83	60,535 09	55,056 50	55,696 53	59,751 04	59,327 60	57,546 00	59,775 98	681,073 74
136,398 14	139,532 54	138,912 93	139,773 52	144,000 81	146,710 78	144,217 76	149,245 38	1,676,995 04
1,562 66	1,610 00	1,354 62	1,898 40	2,323 27	1,771 55	2,278 05	2,054 42	20,548 17
1,995 99	1,875 68	1,746 53	1,731 69	2,173 60	2,742 71	3,763 50	3,659 04	31,581 85
46,694 69	46,469 63	45,091 69	47,389 47	46,064 31	46,951 74	45,325 44	46,170 69	555,605 33
70,717 17	77,108 14	67,419 60	73,465 92	78,546 62	70,190 03	65,794 50	69,533 10	848,230 23
110,837 52	91,724 23	79,312 34	111,267 26	123,349 07	104,931 65	83,392 55	96,067 50	1,177,304 05
32,792 32	36,984 82	40,695 84	50,875 95	51,833 42	51,580 96	43,309 71	30,263 13	519,872 34
10,112 23	9,905 93	9,433 41	7,989 16	14,360 29	19,156 87	9,904 51	9,445 50	107,881 24
5,135 69	3,763 15	2,634 13	8,963 91	2,813 05	2,376 25	1,268 83	681 86	30,685 00
30,477 00	29,952 03	22,021 82	28,936 24	23,998 73	26,520 07	18,997 91	15,870 32	261,979 53
93,460 98	97,616 37	88,251 96	90,075 36	97,581 81	97,896 36	94,229 58	95,227 77	1,089,192 40
10,856 73	1,055 76	9,555 45	9,844 23	9,435 15	11,643 30	13,958 20	11,731 99	126,497 56
1,194 50	8,178 08	1,418 15	1,280 33	1,071 79	993 25	1,007 27	1,243 88	15,367 83
16,148 77	16,766 76	10,854 76	12,815 80	15,935 15	18,441 33	15,780 53	20,167 42	182,166 85
2,876 98	1,408 66	2,755 97	3,297 16	2,267 67	1,837 99	2,234 92	1,823 14	26,107 63
575 70	258 25	701 25	180 00	664 25	825 45	374 83	1,460 16	8,880 40
4,573 58	10,896 55	715 59	1,170 94	2 188 00	6,458 38	1,837 85	3,687 69	45,398 35
970 14	4,310 89	2,792 70	1,621 85	2,068 58	2,757 90	1,501 72	5,368 55	35,604 44
1,851 85	1,294 47	2,239 00	246 38	316 79	2,600 00	1,914 00	3,766 58	17,224 17
5,326 03	4,706 53	6 256 73	4,308 40	3,978 50	6,161 20	5,992 41	6,227 26	65,165 95
20,353 26	21,208 28	20,437 19	20,359 57	20,442 63	19,603 43	22,012 70	20,274 29	247,815 39
866 19	1,052 01	970 46	1,812 54	970 63	1,386 61	1,439 68	2,112 65	14,628 69
38,471 54	46,381 02	39,745 36	42,982 74	40,690 24	33,902 12	42 952 25	36,438 59	462,456 15
\$771,236 04	\$785,656 89	\$715,171 65	\$791,755 15	\$817,845 77	\$809,154 95	\$751,518 74	\$760,497 47	\$ 9,079,088 35
Taxes.....								495,747 17
TOTAL OPERATING EXPENSES AND TAXES—1876.....								\$ 9,574 835 52
“ “ “ 1875.....								10,531,500 88
“ “ “ 1874.....								11,152,371 56
“ “ “ 1873.....								13,746,598 54
“ “ “ 1872.....								11,839,525 62
“ “ “ 1871.....								9,779,806 23
“ “ “ 1870.....								8,368 821 08

DETAILED STATEMENT

OF THE

FUNDED DEBT OF THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
July 1, 1870	Lake Shore & Michigan Southern—Consolidated First Mortgage	884	July 1, 1900	\$6,680,000	7% Reg'd Jan., Apr., July & Oct., Coupon Jan. & July	\$497,600
Oct. 1, 1869	Lake Shore & Michigan Southern—Mortgage, \$2,000,000 Issue	864	Oct. 1, 1879	1,146,000	7 April and October	80,220
April 1, 1869	Lake Shore Railway—Dividend Bonds	258	April 1, 1899	1,442,000	7 April and October	100,940
Jan. 1, 1859	Cleveland, Painesville & Ashtabula Registered—Mortgage	95	Jan. 1, 1880	1,000,000	7 January and July	70,000
Oct. 1, 1867	Cleveland, Painesville & Ashtabula—Third Mortgage	95	Oct. 1, 1892	1,000,000	7 April and October	70,000
May 1, 1855	Michigan Southern & Northern Indiana—First Mortgage	451	May 1, 1885	5,256,000	7 May and November	367,920
Nov. 1, 1857	Michigan Southern & Northern Indiana—Second Mortgage	451	Nov. 1, 1877	2,682,000	7 May and November	187,740
July 1, 1855	Cleveland & Toledo—First Mortgage	162	July 1, 1885	1,535,000	7 January and July	111,650
April 1, 1866	Cleveland & Toledo—Second Mortgage	162	April 1, 1886	849,000	7 April and October	59,430
July 1, 1862	Buffalo & State Line—Mortgage	88	July 1, 1882	200,000	7 January and July	14,000
Sept. 1, 1866	Buffalo & State Line—Mortgage	88	Sept. 1, 1886	300,000	7 March and September	21,000
April 1, 1868	Buffalo & Erie—Mortgage	88	April 1, 1888	2,350,000	7 April and October	199,500
	Less Sinking Fund—First General Mortgage			\$25,000,000		—105,000
				1,500,000		\$1,645,000
	Total Amount outstanding of the First General Mortgage of \$25,000,000			\$23,500,000		
Dec. 1, 1873	Lake Shore & Michigan Southern—Consolidated Second General Mortgage, (Registered and Coupon)	864	Dec. 1, 1903	9,105,000	7 June and December	637,350
Oct. 1, 1872	Lake Shore & Michigan Southern—Bonds of 1882, (Registered and Coupon)		Oct. 1, 1882	3,395,000	7 April and October	237,650
	Total Amount outstanding of the Second General Mortgage of \$25,000,000			\$12,500,000		
	TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER.			\$36,000,000	All 7 per cent.	\$2,520,000

DEBT OF PROPRIETARY ROADS, (OWNED WHOLLY BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.)

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
Aug. 1, 1878	Detroit, Monroe & Toledo—First Mortgage.....	62	Aug. 1, 1906	\$ 924,000	7% February and August.	\$ 64,680
Sept. 1, 1889	Kalamazoo & White Pigeon—First Mortgage.....	37	Jan. 1, 1890	400,000	7 January and July.....	28,000
Oct. 1, 1887	Schoolcraft & Three Rivers—First Mortgage.....	12	July 1, 1887	100,000	8 January and July.....	8,000
Oct. 1, 1887	Kalamazoo & Schoolcraft—First Mortgage.....	13	July 1, 1887	100,000	8 January and July.....	8,000
				\$1,524,000		\$108,680

DEBT OF LEASED ROADS, (INTEREST PAID BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY ON ACCOUNT OF RENTAL.)

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
June 1, 1888	Kalamazoo, Allegan & Grand Rapids—First Mortgage.....	58	July 1, 1888	\$ 840,000	8% January and July.....	\$ 57,200
July 1, 1883	Jamestown & Franklin—First Mortgage.....	51	Diff't dates,	433,000	7 January and July.....	30,310
June 1, 1889	Jamestown & Franklin—Second Mortgage.....	51	June 1, 1894	500,000	7 December and June..	35,000
				\$1,773,000		\$132,510

MILEAGE STATISTICS.

YEAR.	MILES ROAD OPERATED.	EARNINGS PER MILE.	EXPENSES PER MILE.	NET EARNINGS PER MILE.	FREIGHT TRAIN MILEAGE.	FREIGHT TRAIN EARNINGS PER MILE.	FREIGHT TRAIN EXPENSES PER MILE.	FREIGHT TRAIN PROFIT. PER MILE.	PASSENGER TRAIN MILEAGE.	PASSENGER TRAIN EARNINGS PER MILE.	PASSENGER TRAIN EXPENSES PER MILE.	PASSENGER TRAIN PROFIT. PER MILE.
1870	1,013.0	\$13,336	\$8,261	\$5,075	4,306,110	\$2.03.11	\$1.25.82	\$0.77.29	2,320,477	\$1.97.28	\$1.22.21	\$0.75.07
1871	1,073.8	13,872	9,106	4,766	5,659,898	1.82.71	1.19.93	0.62.78	2,367,514	1.86.07	1.22.13	0.63.94
1872	1,136.5	16,082	11,177	5,505	7,121,795	1.80.08	1.20.47	0.59.61	2,640,944	1.78.69	1.19.54	0.59.15
1873	1,154.0	16,324	11,928	4,896	8,026,320	1.76.32	1.25.36	0.51.46	2,952,823	1.72.43	1.22.25	0.50.18
1874	1,175.4	14,592	9,491	5,101	6,490,510	1.83.62	1.19.42	0.64.20	2,520,574	2.02.21	1.31.51	0.70.70
1875	1,175.4	12,284	8,963	3,321	5,798,617	1.66.23	1.21.28	0.44.95	2,743,617	1.70.12	1.24.11	0.46.01
1876	1,176.8	11,851	8,135	3,716	6,394,738	1.48.71	1.02.06	0.46.65	2,610,545	1.69.64	1.16.44	0.53.20

CHIEF ENGINEER'S DEPARTMENT.

GENERAL SUMMARY OF OPERATIONS—1876.

REPAIRS AND RENEWALS.

(Included in Operating Expenses.)

Steel Rail.....	10,500 tons.....	111.68 miles.
Re-rolled Iron Rail	1,260 tons.....	13.35 miles.
	11,760 tons.....	125.03 miles.
Repaired Iron Rail.....	4,721 tons.....	59.83 miles.
TOTAL.....	16,481 tons.....	184.86 miles.
Cross-ties renewed, 523,451, equal to.....		190.20 miles.
Fence built.....		76.04 miles.
Track ballasted with Stone and Gravel.....		231.32 miles.

FUEL CONSUMED.

Wood, 89,863 cords, average cost.....	\$3.65 per cord.
Coal, 288,693 tons, average cost.....	2.56 per ton.

CHIEF ENGINEER'S TABLE OF ROAD OPERATED

BY THE

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

JANUARY 1, 1877.

MAIN LINE.

	MILES.
Buffalo to Erie	88.00
Erie to Cleveland	95.50
Cleveland to west end Toledo Bridge, via Norwalk	111.77
West end Toledo Bridge to Toledo	1.10
Toledo to Chicago, via Adrian	244.00
	540.37

BRANCHES OF L. S. & M. S. RAILWAY.

Elyria Junction to Millbury Junction, via Sandusky	72.96
Sandusky Pier, from Junction to Old Depot	3.74
Air Line Junction to Elkhart	130.70
Lenawee Junction to Jackson	41.90
Lenawee Junction to Monroe	29.50
Palmyra to Adrian	5.33
Ashtabula to Ashtabula Harbor	2.51
Ashtabula to Jamestown	36.09
Junction with D. A. V. & Pitts. R. R. at Dunkirk	1.50
	324.23

PROPRIETARY ROADS, (OWNED WHOLLY BY THIS COMPANY.)

Detroit, Monroe & Toledo Railroad—	
Air Line Junction to Detroit	62.29
Kalamazoo & White Pigeon Railroad—	
White Pigeon to Kalamazoo	36.68
Northern Central Michigan Railroad—	
Jonesville to North Lansing	61.14
	160.11

ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad, (Rental \$103,800 per year)—	
Kalamazoo to Grand Rapids	58.00
Jamestown & Franklin Railroad, (40 per cent. of gross earnings)—	
Jamestown to Oil City	51.10
Mahoning Coal Railroad, (40 per cent. of gross earnings)—	
Andover to Youngstown	38.00 miles.
Tyrrel Hill to Vienna	2.60 miles.
Coalburg to New York, O. ....	.98 miles.
Vienna to Holliday Bank	1.41 miles.
	42.99
	152.09

LENGTH OF ROAD OPERATED.....1,176.80

SECOND TRACK.

Between Buffalo and Erie	88.00
Between Erie and Cleveland	95.50
Between Cleveland and west end Toledo Bridge	32.52
West end Toledo Bridge to Toledo	1.10
Toledo to Air Line Junction	2.50
Between Elkhart and Chicago	16.03
	235.65

SIDE TRACKS.

Buffalo Division	50.35
Erie Division	72.81
Toledo Division	110.05
Franklin Division	23.02
Youngstown Division	5.69
Michigan Southern Division	195.91
	457.83

TOTAL MILES OF SINGLE TRACK.....1,870.23

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

TABLE OF TRACKS,

JANUARY 1, 1877,

Showing the Length of same in each State through which the Line passes.

TRACKS.	STATE.						TOTAL.
	N. Y.	PENN.	OHIO.	IND'NA	MICH.	ILLIN'S.	
Single Track—	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Main Line	69.50	44.06	195.01	101.90	115.90	14.00	540.37
Branches	1.50	56.39	225.60	65.80	287.14	-----	636.43
LENGTH OF ROAD OPERATED	71.00	100.45	420.61	167.70	403.04	14.00	1,176.80
Second Track	69.50	44.06	106.06	8.00	-----	8.03	235.65
Sidings	40.20	43.17	226.43	63.01	65.48	19.54	457.83
TOTAL MILES OF SINGLE TRACK	180.70	187.68	753.10	238.71	468.52	41.57	1,870.28

RECAPITULATION.

STATE.	MILES OPERATED.				MILES OF SINGLE TRACK.			
	MAIN LINE.	BRANCHES	TOTAL.	PER CENT	SECOND TRACK.	SIDINGS.	TOTAL.	PER CENT.
New York	69.50	1.50	71.00	6.03	69.50	40.20	180.70	9.66
Pennsylvania	44.06	56.39	100.45	8.54	44.06	43.17	187.68	10.04
Ohio	195.01	225.60	420.61	35.74	106.06	226.43	753.10	40.27
Indiana	101.90	65.80	167.70	14.25	8.00	63.01	238.71	12.76
Michigan	115.90	287.14	403.04	34.25	-----	65.48	468.52	25.05
Illinois	14.00	-----	14.00	1.19	8.03	19.54	41.57	2.22
TOTAL	540.37	635.43	1,176.80	100.00	235.65	457.83	1,870.28	100.00

RECAPITULATION OF GRAND DIVISIONS, (EAST AND WEST OF TOLEDO.)

DIVISION.	MAIN LINE.	BRANCHES.	SECOND TRACK.	SIDINGS.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.
Lake Shore	295.27	210.89	216.02	261.92	984.10
Michigan Southern	245.10	425.54	14.78	195.91	886.18
TOTAL	540.37	636.43	230.80	457.83	1,870.28

EQUIPMENT.

	Dec. 31, 1876.	Dec. 31, 1875.	Dec. 31, 1874.	Dec. 31, 1873.	Dec. 31, 1872.
LOCOMOTIVES.....	495	495	497	462	418

Wood Burners, 89 ; Coal Burners, 406.

107 Passenger Engines equipped with Westinghouse Air-Brake.

PASSENGER EQUIPMENT.

First Class Passenger Cars.....	144	141	136	133	122
Second Class and Smoking Cars.....	9	9	11	11	14
Emigrant Cars.....	26	26	27	27	23
Railroad Postal Cars.....	17	18	14	12	13
Baggage Cars.....	60	59	56	57	56
Paymasters' Cars.....	2	2	2	2	2
Express Freight.....	6	9	11	11	11
	—	—	—	—	—
Total.....	264	264	257	253	241

All equipped with Westinghouse Air-Brake.

FREIGHT EQUIPMENT.

Box Cars.....	5,172	5,166	5,142	4,916	4,595
Stock Cars.....	1,330	1,330	1,279	1,323	1,323
Oil Cars.....	292	292	298	200	—
Platform Cars.....	1,685	1,682	1,790	1,789	1,757
Coal Cars.....	1,397	1,397	1,267	1,210	962
Caboose Cars.....	249	249	252	248	232
Derrick Cars.....	9	9	9	9	8
Dumper Cars.....	148	148	148	148	148
	—	—	—	—	—
Total.....	10,282	10,273	10,185	9,843	9,025
TOTAL CARS—all classes.....	10,546	10,537	10,442	10,096	9,266

LOCOMOTIVE DEPARTMENT.

	1876.	1875.	1874.	1873.	1872.
Miles run by Engines	11,775,053	11,517,223	12,168,210	15,421,203	13,477,534
Cost of Repairs Engines	\$555,605	\$653,387	\$705,984	\$774,487	\$799,861
Cost of Repairs Engines $\frac{1}{2}$ Mile run.....	Cts., 4.72	Cts., 5.67	Cts., 5.80	Cts., 5.02	Cts., 5.93
Cost of Enginemen and Firemen.....	\$681,074	\$702,748	\$747,978	\$900,217	\$783,133
Cost of Enginemen and Firemen $\frac{1}{2}$ Mile run.....	Cts., 5.80	Cts., 6.10	Cts., 6.15	Cts., 5.80	Cts., 5.80
Cost of Fuel consumed.....	\$1,089,192	\$1,151,722	\$1,226,592	\$1,521,393	\$1,449,481
Cost of Fuel consumed $\frac{1}{2}$ Mile run	Cts., 9.25	Cts., 10.00	Cts., 10.08	Cts., 9.20	Cts., 10.70

RENEWALS AND REPAIRS.

	1876.	1875.	1874.	1873.	1872
New Stationary Boilers.....		6	7	5	3
New Boilers (complete).....	3	1	3	11	16
New Fire-boxes (steel).....	14	20	39	21	8
New Driving Wheels.....	10	20	28	21	22
New Driving Axles.....	44	37	23	20	12
Steel Tyres	48	94	56	96	72
Truck and Tender Wheels.....	2,615	2,153	2,759	3,353	2,551
Truck and Tender Axles.....	241	378	369	201	198
Crown Sheets (steel).....	5	5	18	28	22
Flue Sheets (steel)	17	30	49	46	45
Iron Flues.....sets,	14	23	44	26	28
Cylinders	10	10	14	11	8
Engine Pilots	56	38	57	134	112
Engine Cabs.....	9	10	25	43	47
Engine Tanks	11	12	5	9	21
Engines rebuilt (complete).....	11	----	----	----	----
Number of Engines on Road December 31st.....	495	495	497	462	418
Coal Burners, 406; Wood Burners, 89.					
Passenger Engines equipped with Westinghouse Air-Brake, 107.					

CAR DEPARTMENT.

	1876.	1875.	1874.	1873.
Repairs of Cars—all classes.....	\$848,230	\$868,729	\$958,625	\$1,070,04
Average per Car	\$80.50	\$82.75	\$92.48	\$112.09
New Cars built to replace Cars worn out or destroyed, (included in Operating Expenses).....	291	157	307	204
Average number of Cars in service	10,537	10,498	10,366	9,546
New Wheels used in Repairs of Cars	14,909	13,755	12,742	14,219
Per cent. of whole number of Wheels in service.....	17½	16¼	15¼	18½
New Axles used in Repairs of Cars	2,736	2,582	2,359	2,743
Per cent. of whole number of Axles in service.....	6½	6	5½	7
Coaches painted	32	29	44	25
Second-Class Cars painted	10	--	3	10
Baggage and Mail Cars painted.....	23	30	51	16
Coaches newly upholstered	10	12	18	--
New six-wheel Trucks put under Coaches.....pairs,	--	1	1	1
New four-wheel Trucks put under Coaches.....pairs,	6	12	8	7
New four-wheel Trucks put under Baggage Cars.....pairs,	1	3	1	2

GENERAL SUMMARY OF FREIGHT BUSINESS,

FOR THE YEAR ENDING DECEMBER 31, 1876.

TONNAGE, EARNINGS, etc., Compared with Last Year.

1876.				1875.			
TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.	TONS.	EARNINGS	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.
East-bound Freight.....	3,867,031	\$6,421,446 76	0.776	3,331,876	\$6,466,969 19	677,979,702	0.954
West-bound Freight.....	1,768,136	2,841,276 25	0.926	1,640,614	3,063,088 66	265,256,459	1.155
TOTALS.....	5,635,167	\$9,262,723 01	0.817	5,022,490	\$9,530,037 85	943,236,161	1.010
Storage, Switching, Elevating, etc., E. & P. R. R. Freight, between Erie and Girard.....	108,638 58 34,267 36			80,974 05 28,026 24			
TOTAL REVENUE.....	\$9,405,628 95			\$9,630,038 14 4			

BUSINESS OF THIS YEAR, compared with Last Year.

		TONS CARRIED ONE MILE.	
Increase of Tonnage—East-bound.....	485,155 tons—equal to 14.3 per cent.	Increase of Freight Movement—East-bound.....	149,040,933—equal to 22.0 per cent.
Increase of Tonnage—West-bound.....	127,522 tons—equal to 7.3 per cent.	Increase of Freight Movement—West-bound.....	41,657,729—equal to 16.7 per cent.
Increase of Total Tonnage.....	612,677 tons—equal to 12.2 per cent.	Increase of Freight Movement—Total.....	190,698,667—equal to 20.2 per cent.
Decrease of Earnings—East-bound.....		\$ 45,522 43—equal to 0.7 per cent.	
Decrease of Earnings—West-bound.....		221,792 41—equal to 7.2 per cent.	
Increase of Earnings—Total.....		\$287,314 84—equal to 2.8 per cent.	
Decrease of Earnings from Storage, Switching, etc.....		83,905 65—equal to 31.1 per cent.	
Decrease in Total Earnings, including Storage, Switching, etc.....		\$233,409 19—equal to 2.4 per cent.	
The proportions of Freight Movement this year were—East-bound, 72.9 per cent.; West-bound, 27.1 per cent.			
The average haul for each ton carried was—East-bound, 213.9 miles; West-bound, 173.5 miles; all Freight, East and West, 201.2 miles.			
The reduction in the average Rate for East-bound Freight was 178-1000 of a cent (18.7 per cent.); West-bound, 229-1000 (19.8 per cent.); for all Freight, 193-1000 of a cent, or 19.1 per cent.			
Analysis of the decrease in Freight Earnings for 1876:			
Decrease from reduced Rates.....		\$2,188,300 00—or 22.70 per cent.	
Increase from increased Tonnage moved.....		1,954,890 81—or 20.23 per cent.	
Leaving this Net Decrease.....		\$ 233,409 19—or 2.42 per cent.	

COMPARATIVE STATEMENT,

SHOWING

TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1876,

COMPARED WITH 1875.

ARTICLES.	1876.		1875.		INCREASE AND DECREASE THIS YEAR.
	Per Ct.	Tons.	Per Ct.	Tons.	
Coal	14.7	827,252	13.8	694,658	Per Cent. Increase 19.1
Stone and Lime	2.5	141,928	3.0	150,613	Decrease 5.8
Petroleum	10.5	589,022	10.6	530,796	Increase 11.0
Pig, Bloom and Railroad Iron	1.5	82,720	1.7	83,440	Decrease 0.9
Other Iron and Castings	1.8	100,949	2.4	119,314	Decrease 15.4
Lumber and other Forest Products	8.3	469,097	10.2	511,651	Decrease 8.3
Animals	8.6	486,734	8.2	410,851	Increase 18.5
Grain	18.7	1,055,589	17.3	870,335	Increase 21.3
Agricultural Products, except Grain	3.6	205,445	3.6	181,183	Increase 13.4
Flour	5.5	308,007	5.3	264,585	Increase 16.4
Provisions	4.8	270,274	5.1	258,544	Increase 4.5
Manufactures	3.5	198,804	3.8	190,894	Increase 4.1
Merchandise and other Articles	16.0	899,346	15.0	755,626	Increase 19.0
TOTALS	100.0	5,635,167	100.0	5,022,490	Increase 12.2

TONNAGE FOR SEVEN YEARS---1870-76.

YEAR.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom & R. R. Iron.	Other Iron and Cast- ings.	Lumber and other Forest Products.	Animals.	Grain.	Agricultural Products, except Grain	Flour.	Provisions.	Manufac- tures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1870.	215,997	95,521	260,959	76,012	66,778	334,581	276,531	451,431	149,031	252,163	132,645	199,547	467,529	2,978,725
1871.	241,994	118,586	380,203	66,465	92,530	363,068	319,721	753,197	219,040	256,146	204,934	208,465	560,176	3,784,525
1872.	331,819	142,296	368,113	91,475	90,803	458,859	421,644	931,992	167,496	231,460	33,915	194,797	778,423	4,443,092
1873.	518,643	164,949	635,040	68,121	99,413	530,683	480,623	816,267	232,687	272,677	279,044	182,091	896,425	5,176,661
1874.	662,329	171,102	488,865	62,253	104,594	572,869	438,409	957,721	185,787	299,763	237,067	167,142	873,366	5,221,267
1875.	694,658	150,613	530,796	83,440	119,314	511,651	410,851	870,335	181,183	264,585	258,544	190,894	755,626	5,022,490
1876.	827,252	141,928	589,022	82,720	100,949	469,097	486,734	1,055,589	205,445	308,007	270,274	198,804	899,346	5,635,167

FREIGHT NOT EARNING REVENUE—(BEING FOR USE OF THE COMPANY.)

	1876.	1875.	1874.	1873.	1872.
Tons moved in Freight Trains one mile	35,993,327	30,808,909	35,405,067	37,655,074	29,129,012
Cost per Ton per Mile	Cents. 0.564	0.737	0.767	0.946	0.920
Amount of Cost of this Transportation	\$203,002	\$227,062	\$271,556	\$356,217	\$267,987

STATISTICS OF FREIGHT BUSINESS—SEVEN YEARS—1870 TO 1876, INCLUSIVE.

YEAR.	East-Bound.					West-Bound.					Total, East and West.					MISCEL- LANEOUS EARNINGS, FOR STORAGE, E. & P. FREIGHT, ETC.	TOTAL EARNINGS, including Miscella- neous.	PERCENT- AGE OF FREIGHT MOVE- MENTS.		AVERAGE HAUL FOR EACH TON CARRIED.
	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.			Eastward.	Westward.	
1870	2,036,753	5,586,697 18	412,067,965	1.356		941,972	3,047,774 30	161,907,606	1.882		2,978,725	8,634,471 48	574,035,571	1.504		111,654 17	8,746,125 65	71.8	28.2	192.7
1871	2,564,708	7,143,074 99	526,397,486	1.357		1,219,817	3,062,784 18	207,273,210	1.478		3,784,525	10,205,859 17	733,670,696	1.391		135,358 83	10,341,218 00	71.7	28.3	193.9
1872	2,997,556	8,488,927 09	667,360,119	1.272		1,445,536	4,217,956 37	237,475,021	1.638		4,443,092	12,706,883 46	924,844,140	1.374		117,978 74	12,824,862 20	72.2	27.8	203.2
1873	3,447 790	9,994,546 44	770,423,785	1.297		1,728,871	4,074,855 93	283,503,404	1.437		5,176,661	14,069,402 37	1,053,927,189	1.335		122,996 40	14,192,398 77	73.1	26.9	203.6
1874	3,715,071	8,273,158 75	753,633,140	1.098		1,506,196	3,518,452 84	245,708,941	1.432		5,221,267	11,791,611 59	999,342,081	1.180		128,738 19	11,918,349 78	75.4	24.6	191.4
1875	3,381,876	6,466,969 19	677,979,702	0.954		1,610,614	3,063,068 66	265,256,459	1.155		5,022,490	9,530,037 85	943,236,161	1.010		109,000 29	9,639,038 14	71.9	28.1	187.8
1876	3,867,031	6,421,446 76	827,020,640	0.776		1,768,136	2,841,276 25	306,814,188	0.926		5,635,167	9,262,723 01	1,133,834,328	0.817		142,905 94	9,405,628 95	72.9	27.1	201.2

FREIGHT FORWARDED AND RECEIVED AT EACH STATION.

FOR THE YEAR ENDING DECEMBER 31, 1876.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
EAST BUFFALO...	801,344,646	\$ 703,282 53	3,994,159,491	\$ 3,717,824 42
BUFFALO	266,687,088	280,276 08	782,813,384	499,195 85
Total E. Buf. & Buf.	1,068,031,734	\$ 983,558 61	4,776,972,875	\$ 4,217,020 27
Hamburgh	38,105	64 85	216,964	166 74
Lake View.....	495,123	311 90	2,746,665	1,266 91
Derby	164,794	129 96	234,523	221 99
Angola	1,857,496	1,631 77	3,793,155	3,593 17
Farnham	1,802,876	1,594 40	1,616,224	1,106 93
Irving	2,320,228	1,532 64	605,540	662 76
Silver Creek.....	2,660,794	3,878 70	5,964,650	4,725 93
Dunkirk	599,064,375	166,537 43	99,559,660	84,632 99
Brocton	240,722,184	71,232 81	37,332,377	24,654 26
Westfield	3,272,013	4,049 15	11,561,541	11,270 37
Ripley	1,584,319	1,334 22	1,963,601	2,199 64
State Line.....	744,334	1,145 77	631,880	985 74
North East	5,240,128	6,265 86	10,915,034	10,539 51
Moorhead	832,153	584 19	344,307	546 58
Harbor Creek.....	998,015	599 54	206,282	220 41
ERIE	299,701,662	246,455 24	961,019,467	694,441 59
Swanville	227,214	162 00	809,825	871 32
Fairview	924,398	750 54	2,043,163	2,006 52
Girard	5,595,545	5,898 88	8,687,232	8,365 53
Springfield	1,325,008	989 14	1,311,693	1,588 73
Conneaut.....	5,453,709	5,994 48	10,870,624	8,905 81
Kingsville	4,164,522	3,653 18	2,342,157	2,350 55
Ashtabula	14,880,620	13,782 67	130,962,716	45,433 06
Ashtabula Harbor...	21,221,555	8,759 99	73,911,730	37,061 17
Saybrook	159,876	244 94	450,977	507 21
Geneva.....	3,589,683	4,613 28	10,247,009	9,357 87
Unionville.....	3,501,495	3,032 34	1,390,243	1,251 07
Madison	6,778,593	6,714 04	3,879,262	3,504 15
Perry	6,056,279	4,945 37	1,174,326	1,047 56
Painesville	9,925,750	12,520 21	22,968,014	19,792 83
Mentor	832,387	813 27	1,314,811	946 35
Willoughby	1,610,052	1,482 52	4,221,295	3,188 45
Wickliffe	344,569	204 20	544,227	301 44
Nottingham	10,010,614	4,384 94	4,244,443	2,071 11
Collinwood	2,196,375	2,232 36	58,809,382	12,734 23
Glenville	618,608	1,363 15	1,254,062	559 97
CLEVELAND.....	2,590,556,135	1,748,190 99	1,477,786,458	1,008,672 71
Oil City	292,462,145	210,707 75	48,490,584	40,531 49
Reno.....	10,955,330	8,693 68	3,303,394	1,052 69
Run.....	880,000	220 00		
Franklin	12,358,341	13,023 16	33,805,435	19,323 06
Polk	2,190,518	1,122 49	926,552	600 81
Raymilton.....	159,779,350	108,255 14	902,986	892 49
Sandy Lake.....	1,172,628	1,032 65	2,978,976	3,089 38
Stoneboro	197,787,247	61,900 25	17,738,238	11,398 85
Clark	2,105,029	1,639 46	620,141	461 97
Hadley	2,882,556	2,192 17	1,793,448	1,655 62
Salem	840,100	500 12	70,000	59 00
Jamestown	5,509,692	4,689 05	3,763,668	4,087 69
Simon	91,333	78 55	8,000	2 00
Andover	1,758,293	1,840 65	2,863,645	3,064 34
Leon.....	1,061,536	973 48	1,008,858	731 22
Dorset.	3,357,885	1,681 78	104,800	69 40

FREIGHT FORWARDED AND RECEIVED—CONTINUED.

STATIONS.	FREIGHT FORWARDED		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Jefferson.....	2,150,127	\$ 2,434 07	5,696,941	\$ 5,186 76
Youngstown.....	102,363,469	70,413 64	217,755,491	37,556 09
No. 3 Bank.....	92,791,100	11,724 57		
Stewart Bank.....	78,144,000	9,768 02		
Long Bank.....	9,244,650	1,157 23		
Coalburg.....	124,001,998	52,038 90	42,260,074	8,527 33
Tyrell Hill.....	157,830,138	61,985 77	1,659,599	774 91
Fowler.....	55,129	72 85	325,126	221 50
Kinsman.....	1,839,067	2,009 09	2,774,950	2,401 55
Williamsfield.....	1,615,527	1,504 97	1,259,457	1,202 59
Rockport.....			603,167	354 50
Berea.....	21,124,170	20,522 91	9,408,989	10,300 20
Olmsted Falls.....	1,424,165	1,297 27	2,862 177	1,380 21
Shawville.....	674,211	578 05	549,079	470 76
Elyria.....	104,066,067	48,942 00	24,048,918	21,374 83
Oberlin.....	1,708,629	2,227 00	16,796,899	11,127 11
Kipton.....	1,039,597	1,116 25	1,174,363	1,084 07
Wakeman.....	5,550,498	5,156 47	2,973,879	3,147 07
Collins.....	3,720,798	3,807 37	1,100,605	1,100 87
Norwalk.....	24,954,931	26,415 53	35,189,600	25,849 96
Monroeville.....	102,127,802	63,759 75	40,209,333	25,595 82
Bellevue.....	50,005,954	47,583 67	23,238,274	14,665 21
Clyde.....	95,804,028	40,039 20	65,061,596	35,127 03
Fremont.....	87,314,743	82,312 90	28,844,111	25,608 71
Lindsey.....	4,717,089	3,503 41	795,561	847 83
Elmore.....	7,566,525	6,132 63	3,349,766	3,442 30
Genoa.....	26,807,806	20,674 76	6,087,285	3,253 45
Millbury.....	7,744,355	3,808 83	1,374,469	831 78
North Amherst.....	76,847,864	44,029 98	11,508,176	4,443 98
Brownhelm.....	20,977,086	8,326 37	1,002,079	604 89
Vermillion.....	4,123,620	3,525 65	15,263,993	5,311 26
Ceylon.....	12,548,023	8,118 11	1,391,191	1,138 41
Huron.....	6,888,085	4,958 68	5,317,247	3,212 03
Sandusky.....	136,685,316	121,286 39	58,323,532	38,401 77
Venice.....	3,691,803	1,548 91	362,555	282 65
Danbury.....	135,400	154 68	161,594	150 97
Gypsum.....	4,109,533	3,308 90	1,406,640	948 69
Port Clinton.....	5,908,127	5,336 61	6,947,861	5,314 81
La Carne.....	2,402,399	1,214 61	513,264	372 81
Oak Harbor.....	6,673,938	5,001 08	1,819,799	1,854 59
Rocky Ridge.....	8,055,882	4,889 12	352,584	346 40
Graytown.....	9,533,650	5,678 61	1,087,005	820 27
Clay Center.....	120,000	24 00		
Martin.....	15,634,315	8,809 51	1,106,951	564 52
DETROIT.....	108,828,742	104,400 90	159,730,188	127,660 03
Gr'd Trunk Junction.....	71,236,774	29,205 18	217,492,147	112,827 01
Ecorces.....	848,330	454 29	20,130	25 36
Wyandotte.....	4,728,066	4,472 33	9,779,650	5,298 07
Trenton.....	5,333,093	2,686 75	760,870	872 66
Rockwood.....	3,080,321	2,915 79	833,422	746 65
Newport.....	1,001,702	737 26	1,029,902	661 20
Stony Creek.....	299,400	192 23		
Monroe.....	195,316,561	86,577 68	43,044,635	29,905 61
La Salle.....	89,460	46 11		
Vienna.....	80,296	90 54	55,392	130 50
West Toledo.....	719,936	780 44	5,358,822	6,711 79
Wagon Works.....	2,834,524	2,329 12	13,404,639	5,340 12
Ida.....	3,135,840	2,117 95	762,157	875 02
Petersburgh.....	2,352,859	2,932 28	894,950	1,215 08

FREIGHT FORWARDED AND RECEIVED—CONTINUED.

STATIONS.	FREIGHT FORWARDED		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Deerfield	3,470,816	\$ 2,145 07	734,787	\$ 888 20
Wellsville	138,500	97 10		
Tecumseh	19,171,047	21,726 79	18,306,964	17,145 14
Clinton	6,273,893	6,845 30	6,297,883	5,361 02
Manchester	7,632,991	8,138 70	6,780,494	5,979 72
Norvell	2,384,240	2,143 45	1,250,918	756 27
Napoleon	2,156,113	2,339 93	1,860,504	1,633 34
Jackson	33,577,852	32,640 26	50,241,717	49,714 04
TOLEDO	957,505,984	731,163 99	916,123,756	595,701 04
Holland	1,261,715	678 44	248,127	236 17
Swanton	4,173,649	2,884 80	1,506,283	1,517 27
Delta	5,587,451	5,637 99	3,609,796	3,424 65
Wauseon	10,564,113	13,140 24	7,874,154	8,072 76
Pettisville	3,098,410	3,124 62	802,709	758 59
Archbald	4,482,816	5,292 31	1,967,118	2,241 30
Stryker	7,285,695	9,659 50	4,309,015	5,003 60
Bryan	16,475,251	26,946 08	11,500,906	14,226 61
Melbern	1,809,707	2,660 34	795,988	786 06
Edgerton	7,670,746	10,353 70	2,611,597	3,663 41
Butler	387,727,496	312,335 97	48,596,660	40,383 79
Waterloo	34,240,368	35,885 61	20,378,439	23,334 86
Sedan	417,740	418 11	78,346	49 44
Corunna	6,692,874	7,955 28	805,290	990 55
Kendallville	31,576,219	30,293 47	9,494,667	9,849 22
Brimfield	1,970,909	2,586 66	664,486	1,030 40
Wawaka	2,540,924	3,471 32	384,158	590 88
Ligonier	23,160,078	35,718 23	7,037,190	10,510 42
Millersburg	1,738,869	2,220 75	424,320	717 64
Goshen	74,790,924	86,865 85	31,652,296	38,601 42
Richards			190,000	64 00
Sylvania	760,707	564 70	880,827	657 30
Ottawa Lake	7,568,187	4,032 32	1,435,094	885 69
Wood	2,341,170	1,217 11		
Riga	5,367,582	3,131 90	1,106,369	851 66
Blissfield	11,143,538	8,813 06	3,589,290	4,006 31
Grosvenor	860,250	1,158 69	1,367,376	1,826 04
Palmyra	281,325	369 84	55,947	72 93
Lenawee Junction	124,618	240 28	20,000	16 00
Adrian	23,054,570	26,113 98	35,521,974	32,502 89
Clayton	2,323,904	2,920 75	1,570,535	2,005 72
Hudson	20,012,285	27,757 47	11,549,525	14,437 58
Pittsford	2,072,831	3,369 45	479,139	626 40
Osseo	973,744	1,075 74	671,351	1,059 95
Hillsdale	22,433,643	28,404 75	24,601,818	22,512 90
Jonesville	9,634,393	8,941 12	5,293,608	6,598 62
Allen	5,017,724	5,645 99	932,200	1,254 59
Quincy	8,835,227	12,109 24	4,160,459	5,095 42
Coldwater	17,555,470	28,880 16	17,938,241	24,123 30
Bronson	12,947,046	16,678 30	3,501,296	5,116 34
Burr Oak	7,449,459	10,315 93	2,079,830	3,229 42
Sturgis	29,754,884	28,514 08	10,370,954	11,064 05
Douglass	1,943,979	1,778 91	302,644	368 64
White Pigeon	12,649,645	13,386 61	5,084,620	5,948 96
Vistula	3,426,412	3,379 32	1,747,963	2,430 06
Bristol	5,127,365	5,130 99	2,291,841	3,269 83
Elkhart	19,768,123	26,235 43	41,137,595	51,229 61
Litchfield	6,778,928	7,579 76	4,346,085	4,479 31
Homer	7,562,792	9,704 38	3,550,607	3,296 08
Condit	112,031	141 17	1,480	5 17

FREIGHT FORWARDED AND RECEIVED—CONCLUDED.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Albion	7,599,790	\$ 11,464 71	12,047,831	\$ 9,920 44
Devereux	3,175,209	3,809 48	815,035	589 46
Springport	4,472,710	5,966 70	2,287,729	2,281 90
Charlesworth	1,172,461	1,024 47	23,568	32 17
Eaton Rapids	7,815,370	11,280 43	4,646,553	4,430 94
Kingsland	1,980,000	865 50		
Dimondal	4,696,780	3,695 40	342,154	476 78
Lansing	40,404,975	43,575 83	14,979,164	21,254 86
Constantine	11,082,309	11,292 17	6,029,946	7,677 55
Florence			129,900	112 24
Three Rivers	17,158,742	21,912 90	17,472,608	15,532 41
Moorepark	1,344,312	1,143 00	1,019,776	897 66
Flowerfield	2,375,449	1,850 37	369,293	358 96
Schoolcraft	9,007,772	11,356 14	5,699,967	8,842 14
Portage	173,142	178 78	266,000	181 35
Kalamazoo	29,637,642	38,332 66	33,179,027	30,234 84
Argenta	186,950	155 42	354,318	224 64
Plainwell	10,616,044	13,870 00	5,381,597	5,294 13
Otsego	5,363,993	5,285 35	2,031,877	2,587 50
Abronia	3,622,000	1,737 75	20,000	10 00
Allegan	15,294,467	14,782 74	5,212,997	9,850 53
Hopkins	6,983,510	5,995 36	1,242,903	1,023 61
Hilliards	2,921,794	1,448 63	186,288	246 50
Dorr	11,474,822	7,099 33	1,096,610	1,130 53
Byron Centre	3,323,878	1,550 32	946,055	814 85
Grandville	40,000	12 00	21,830	36 35
Eagle Mills	17,786,200	9,607 70		
Grand Rapids	93,014,876	114,953 47	49,348,131	49,635 80
Osceola	594,939	249 31	113,103	183 61
Mishawaka	7,220,209	10,352 61	5,719,589	6,348 06
South Bend	37,825,126	47,202 67	58,917,451	52,554 55
Warren	1,884,294	829 82	49,415	61 78
Terre Coupee	2,644,133	1,406 57	74,947	82 73
Carlisle	5,841,645	4,349 86	1,480,856	1,997 54
Rolling Prairie	6,302,453	4,677 93	761,006	787 79
La Porte	43,642,641	39,465 96	34,634,593	34,341 16
Otis	26,347,085	12,832 08	3,585,079	4,012 68
Burdick	1,287,589	985 51	120,520	136 72
Morrison	2,523,332	1,569 00		
Chesterton	2,738,268	2,147 86	958,018	1,092 10
Baileytown	520,000	613 20		
Millers	257,046	259 72	273,368	272 81
Pine	2,860	4 34	3,350	4 51
Whiting	51,290	43 84	128,379	109 01
Colehour	6,786	13 11	91,642	45 86
South Chicago	666,066	661 97	5,750,487	3,016 38
Grand Crossing	64,378	162 93	2,027,060	2,384 89
Englewood	17,683,476	24,417 84	60,341,730	99,567 97
CHICAGO	1,446,833,592	2,275,891 91	639,607,249	916,578 01
TOTALS	11,270,334,438	\$ 9,262,723 01	11,270,334,438	\$ 9,262,723 01
Add—Storage, Elevating, Switching, etc.				108,638 58
Erie & Pittsburgh Railroad Freight, (Erie and Girard,)				34,267 36
TOTAL REVENUE				\$ 9,405,628 95

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION,

For the Year ending December 31, 1876.

STATIONS.	COAL.	STONE AND LIME.	PETROLEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVISIONS.	MANUFACTURES.	MERCHANDISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
EAST BUFFALO.....	31,333	4,711	63	10,082	12,830	36	1,874	1,333	14,244	86	22,947	43,978	237,095	400,672
BUFFALO	11,852	917	195	6,983	1,890	747	119	2,763	2,359	869	1,016	10,768	92,866	133,344
TOTAL—E. BUF. & BUF.	43,185	5,688	258	17,065	14,720	783	1,993	4,096	16,603	955	23,963	54,746	349,961	534,016
Hamburg						120		5	3			110	19	19
Lake View					1	32		17	40			1	4	82
Derby						245	74	17	170	2	232	71	111	929
Angola					7	126		6	285		1	7	466	902
Farnham					11	296		25	481		13		50	1,160
Irving		294			1	118	87	5	132		3	544	431	1,330
Silver Creek					10	6,035	153	46	293	89	731	2,732	3,077	299,532
Dunkirk	129,139	88	155,579		1,570	5,213	100	48	56		54	848	1,934	120,381
Brocton	106,380	60	4,735		933	240	190	131	175	25	163	447	202	1,636
Westfield		63				295	63	153	113	37	90		41	792
Ripley						21	7	104	6		1		233	372
State Line						708	81	325	188	138	173	707	276	2,620
North East		6			18	316		33	28	2		12	25	416
Moorhead						443		34			5	8	9	499
Harbor Creek								346	486		775	6,299	75,823	149,851
BRIF	49,279	119	978	2,674	5,026	6,028	347			771		74	28	114
Swanville						3	1	8				18	44	462
Fairview						47	5	182	116	25	22	139	432	2,798
Girard	395			473	132	217	256	318	428	8		4	39	663
Springfield						83	31	157	337	18	44	227	277	2,727
Conneaut						447	381	53	953	16	363	116	479	2,082
Kingsville					10	300	3	27	960	23	174	116	879	7,440
Ashtabula	634	137		15	144	1,875	361	20	148	715	549		1,973	

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Ashtabula Harb'r	---	296	---	---	---	611	1	9	4	---	38	1	9,704	10,611
Saybrook	---	---	---	---	---	1	228	28	352	25	215	687	26	80
Geneva	---	11	---	---	30	12	---	---	---	---	---	---	227	1,795
Unionville	---	---	---	---	---	---	1	4	1,378	1	200	115	52	1,751
Madison	---	---	---	---	2	37	183	34	2,762	55	85	52	179	3,389
Perry	---	---	---	---	---	61	---	33	2,567	---	40	---	327	3,028
Painesville	10	25	---	---	136	781	399	22	1,248	40	956	206	1,140	4,963
Mentor	---	---	---	---	6	27	7	92	212	1	15	6	83	416
Willoughby	---	---	---	---	---	---	41	131	212	3	102	60	223	805
Wickliffe	---	---	---	---	---	---	2	1	36	---	1	40	92	172
Nottingham	---	4,861	---	---	---	10	---	3	66	---	29	2	34	5,005
Collinwood	---	979	---	---	---	---	---	---	---	---	---	---	118	1,098
Glenville	---	10	---	---	---	---	1	---	101	---	---	---	50	309
CLEVELAND	30,141	22,227	198,394	20,930	26,924	71,303	145,721	313,712	82,694	108,204	73,452	19,725	170,851	1,285,278
Oil City	323	---	143,689	---	302	1,089	3	---	4	13	12	167	629	146,231
Reno	---	---	5,450	---	1	---	---	---	---	---	---	35	2	5,478
Run.	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Franklin	8	89	4,746	---	94	73	10	---	10	34	1	90	1,024	6,179
Polk	---	---	---	---	---	616	2	1	1	8	1	434	32	1,095
Raymilton	5,003	---	73,226	---	---	1,577	---	---	---	---	---	10	74	79,890
Sandy Lake	---	---	---	---	11	216	1	128	23	10	18	27	152	586
Stoneboro	91,367	---	139	11	2,943	3,027	22	102	19	19	77	124	1,044	98,894
Clark	---	---	---	---	12	480	---	6	---	18	19	506	11	1,052
Hadley	---	---	---	---	1	1,113	114	---	16	14	29	114	40	1,441
Salem	---	---	---	---	---	420	---	---	---	---	---	---	---	420
Jamesstown	210	10	---	---	641	725	---	144	---	327	113	106	479	2,755
Simon	---	---	---	---	---	44	---	---	---	---	---	---	---	2
Andover	---	---	---	---	5	222	24	4	22	34	474	18	76	879
Leon	---	---	---	---	---	835	60	5	23	---	84	---	24	531
Dorset	---	---	---	---	---	1,512	---	---	---	---	63	104	---	1,679

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Jefferson	19	14,506		4,992	38	216	82	1	20	13	469	95	122	1,075
Youngstown	14,829				14,991	43				282		94	1,445	51,182
No. 3 Bank	46,396													46,396
Stewart Bank	39,072													39,072
Long Bank	4,622													4,622
Coalburg	45,925													
Tyrell Hill	78,878			16,036								31	9	62,001
Fowler						21				5	3		8	78,915
Kinsman					14		292				18	2	8	28
Williamsfield					1	153	30		4		305	115	31	919
Berea	36	9,946	5			559	217	12	10		168	1	39	808
Olmsted Falls		617					2				17	66	250	10,562
Shawville		38					7			3		23	54	712
Elyria	44,010	519	51	1,215	89	217	332	17	175					337
Oberlin		2			34	68	99	335	402	28		1,071	3,727	52,033
Kipton		11			1	89	4	106	36	2	24	85	385	854
Wakeman		32			4	683	547	155	688	141	149	288	97	2,775
Collins					1	709	44	163	548		140	328	56	1,861
Norwalk	59				35	827	666	7,140	324	1,226	281	734	1,206	12,478
Monroeville	31,797			300	33	2,826	748	5,789	822	312	30	2,508	4,044	51,064
Bellevue					26	26	586	7,188	793	6,391	109	6,217	8,404	25,003
Clyde		77	24		2	764	873	5,855	278	1,258	72	2,777	1,186	47,992
Fremont	34,998	2,634	69	57	513	6,075	8,736	11,860	309	6,197	2,892	1,788	2,663	43,657
Lindsey						296	151	1,550	8		120	100	134	2,859
Elmore	248				13	456	276	1,672	78	7	383	383	210	3,783
Genoa		11,267			4	1,225	18	286	12	17	129	110	336	13,404
Millbury						2,383		7				1,445	37	3,872
North Amherst		37,592				235	6	182	153	11	22	34	189	38,424
Brownhelm		10,075				67		135	41	21	114	83	2	10,478
Vermilion		2			2	749	98	474	210	145	196		186	2,062

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Ceylon.....		4,233			1	868	172	93	257	7	16		627	6,274
Huron.....						59	19	43	1,101	191	1,751	4	276	3,444
Sandusky.....	278	3,976			167	9,097	20,056	9,097	1,015	2,485	2,742	5,963	13,223	68,342
Venice.....						617	4	578	23	416	1	1	161	1,801
Danbury.....								9	25		19		2	68
Gypsum.....						193		207	325	12		479	826	2,055
Port Clinton.....		42			12	763	408	410	31		608	366	314	2,954
La Carne.....						884		295	9		6		7	1,201
Oak Harbor.....					2	2,172	214	101	2	30	18	594	204	3,337
Rocky Ridge.....		86											29	4,028
Graytown.....					4	4,572	1	123	2		5		60	4,767
Martin.....		2,818				3,340			1			1,620	38	7,517
Clay Centre.....						60								60
DETROIT.....	132	228	7	2,119	934	10,681	381	8,626	6,086	1,197	2,199	4,636	17,188	54,414
G. T. Junction.....	140	134	47	11	909	13,883	323	12,181	289	11	302	4,474	2,964	35,618
Ecorces.....					3	70			9				351	454
Wyandotte.....				683	1,198	204			54		4	83	123	2,364
Trenton.....		2,027			3	5			5	7		505	61	2,667
Rockwood.....						535	52	200	11	5	30	647	60	1,540
Newport.....						220	1	203	5		11	4	57	501
Stony Creek.....						10		134			1		5	150
Monroe.....	30		23	227	163	63,258	89	3,097	1,911	1,625	1,015	4,117	22,097	97,658
La Salle.....						30			15					45
Vienna.....							1	29					10	40
West Toledo.....			4		19	10	10		21		44		252	360
Wagon Works.....					163	16	1					1,230	7	1,417
Ida.....		374			1			1,043	12		84		54	1,568
Petersburg.....					2	306		50	58	20	20	616	105	1,177
Deerfield.....					2	1,300		144	176		10	58	45	1,765
Wellsville.....						69								69

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME	PETRO- LEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Tecumseh.....	23				2	637	1,074	1,069	103	3,727	855	337	1,759	9,586
Clinton.....					43		190	939	270	830	456	147	262	3,137
Manchester.....						20	30	2,742	244	212	186	26	357	8,817
Norvell.....						4		32	191	690	33		242	1,192
Napoleon.....						13	84	398	441	11	38	1	92	1,078
Jackson.....	291		43		535	7,996	71	3,087	312	352	178	1,141	2,783	16,789
TORONTO.....	20,447	1,584	454	4,812	22,100	52,128	37,605	165,307	29,573	48,963	15,296	15,410	65,074	478,753
Holland.....		571							54				6	631
Swanton.....					7	1,452	50	380	44	7	61	2	84	2,087
Delta.....		13			24		349	1,277	80	10	370	59	191	2,794
Wauseon.....		2			11	367	1,237	1,794	151	555	582	302	341	5,282
Pettisville.....					1	963	349	62	29	82	26		37	1,549
Archbald.....					14	259	272	1,113	22		379	18	164	2,241
Stryker.....					14	246	677	1,323	279		255	653	196	3,643
Bryan.....		4			13	1,241	2,177	1,065	246	47	896	1,992	557	8,238
Melbern.....						53	457	360	1		4		20	905
Edgerton.....					18	310	821	2,066	134	7	238	73	148	3,835
Butler.....	26	265		80	79	29,298	9,255	122,648	5,831	10,564	5,235	2,125	8,458	193,864
Waterloo.....		2			58	9,638	462	2,327	759	236	2,039	289	1,310	17,120
Sedan.....						10		194					5	209
Corunna.....						188	310	2,257		2	136		453	3,346
Kendallville.....		31	9		181	4,228	1,383	8,678	159	26	130	311	652	15,788
Brimfield.....					2	198	200	440	23	2	12	3	105	985
Wawaka.....						372	133	708	13		3	16	26	1,271
Ligonier.....					67	697	1,401	8,218	11	189	494	104	387	11,580
Millersburg.....					4	311		483			24		45	869
Goshen.....	1,827	110		11	154	11,466	5,589	8,555	425	3,595	693	3,093	1,968	37,396
Sylvania.....						14	8	57	82	73	1		125	380
Ottawa Lake.....						3,722		10			1	10	41	3,784
Wood.....						1,171								1,171

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Riga.....						2,121		399	37		36	11	79	2,684
Blissfield.....						2,913	246	1,286	165	114	561	1	311	5,572
Grosvenor.....		2				229	17		82	6	70	5	69	430
Palmyra.....						46		14				20	61	141
Lenawee Junc.....						40		22						62
Adrian.....		15	192			113	999	4,898	1,007		1,771	363	2,154	11,527
Clayton.....						164	90	497	35	36	201		139	1,162
Hudson.....			9			612	1,126	4,003	780	7	1,022	1,660	787	10,006
Pittsford.....						17	395	298	168	13	99		46	1,036
Osseo.....		85			2	10	22	89	98	2	16	127	36	487
Hillsdale.....	10	632	34		24	105	201	615	695	4,251	629	176	3,845	11,217
Jonesville.....	14	1,290	17		176	12	57	1,898	309	295	107	141	501	4,817
Allen.....					8	135	106	875	548		102		735	2,509
Quincy.....					6	146	372	1,494	1,226	136	78	856	104	4,418
Coldwater.....					2	457	1,109	2,198	1,154	773	795		1,393	8,778
Bronson.....					30	1,356	1,234	3,205	30	46	283	168	121	6,473
Burr Oak.....						83	480	2,633	185		77	137	130	3,725
Sturgis.....	37		4		97	5,498	696	6,915	316	78	117	152	967	14,877
Douglass.....							40	474	380	61			17	972
White Pigeon.....		20			6	13	555	3,757		1,161	386		427	6,325
Vistula.....					9	61	182	620	130	616	39		56	1,713
Bristol.....						110	346	1,270	506	91	17	66	158	2,564
Elkhart.....					31	58	560	711	610	3,362	80	3,014	1,458	9,884
Litchfield.....					23	69	150	2,065	180	6	169		13	3,390
Homer.....					10	10	232	3,096	170	16	83	53	111	3,781
Condit.....								55					1	56
Albion.....			25	13	44	3	457	1,735	438	290	130	268	397	3,800
Devereux.....							80	1,210	266		26		6	1,588
Springport.....							40	1,490	514		61		100	2,236
Charlesworth.....						404		56	119				7	596

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	PIG, & BLOOM RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
La Porte	Tons. 455	Tons. 18	Tons. 12	Tons. 11	Tons. 171	Tons. 2,862	Tons. 2,021	Tons. 6,897	Tons. 382	Tons. 2,027	Tons. 116	Tons. 1,673	Tons. 5,196	Tons. 21,821
Otis	6,263	30		850	1	527	4,547	393	278		31	128	121	13,174
Burdick						630			6		4		4	644
Morrison						1,262								1,262
Chesterton		10			4	432	285	111	135	7	19	327	39	1,369
Bailey Town						260								260
Millers						87	7				9			129
Pine														1
Whiting									1			21	4	26
Colehour													3	3
South Chicago						119				3		142	69	333
Grand Crossing	10													22
Englewood			766			83	15	6,874	57	359				32
Chicago	587	523		3,852	2,655	4,813	213,492	227,032	20,541	64,010	110,215	524	164	8,842
TOTALS	827,252	141,928	589,022	82,720	100,949	469,097	486,794	1,055,589	205,445	308,007	270,274	198,804	889,346	5,635,167

GENERAL SUMMARY OF PASSENGER BUSINESS

FOR THE YEAR ENDING DECEMBER 31, 1876.

MOVEMENT.

THROUGH PASSENGERS (Buffalo and Chicago) 1876.	1875.	
First Class.....	79,250	58,225
Second Class.....	5,467	6,611
Emigrant.....	3,624	4,104
TOTAL THROUGH.....	88,341	68,940 Increase 19,401, or 28 1-10 per cent.
WAY PASSENGERS—		
First Class.....	3,012,754	3,076,497
Second Class.....	13,189	17,423
Emigrant.....	5,630	7,374
TOTAL WAY.....	3,031,582	3,101,294 Decrease 69,712, or 2 1-4 per cent.
TOTAL THROUGH AND WAY.....	3,119,923	3,170,234 Decrease 50,311, or 1 6-10 per cent.
	1876.	1875. DECREASE.
Number of Passengers moved West.....	1,579,294	1,607,456 28,162
Number of Passengers moved East.....	1,540,629	1,562,778 22,149
TOTAL.....	3,119,923	3,170,234 50,311

EARNINGS.

	1876.	1875.	DECREASE.
From Through Passengers.....	\$ 747,821 73	\$ 759,523 24	\$ 11,701 51, or 1 5-10 per cent.
From Way Passengers.....	2,916,326 14	3,163,274 64	246,948 50, or 7 8-10 per cent.
TOTAL.....	\$3,664,147 87	\$3,922,797 88	\$258,650 01, or 6 6-10 per cent.
Decrease in Earnings from reduced rate per mile, 2 9-10 mills.....			\$508,980 45
Less increase in Mileage.....			250,330 44
TOTAL DECREASE.....			\$258,650 01, or 6 6-10 per cent.

MILEAGE.

	1876.	1875.	INCREASE.
Number of Miles Traveled by Through Passengers.....	47,704,140	37,227,600	10,476,540, or 28 1-10 per ct.
Number of Miles Traveled by Way Passengers.....	127,806,361	127,723,261	83,100, or 0 7-100 per ct.
TOTAL.....	175,510,501	164,950,861	10,559,640, or 6 4-10 per ct.
		1876.	1875.
Average Distance Traveled by each Through Passenger.....		540	540
Average Distance Traveled by each Way Passenger.....		42	41
Average Distance Traveled by all Passengers.....		56	52

RATES.

	1876.	1875.	DECREASE.
Average Fare from each Through Passenger.....	\$8 46½	\$11 02	23 per cent.
Average Fare from each Way Passenger.....	96	1 02	5 9-10 per cent.
Average Fare from all Passengers.....	1 17½	1 24	5 3-10 per cent.
Average per Mile—Through Passengers (all classes).....	1 57-100 cents.	2 04-100 cents.	23 per cent.
Average per Mile—Way Passengers (all classes).....	2 28-100 cents.	2 48-100 cents.	8 1-10 per cent.
Average per Mile—All Passengers (all classes).....	2 09-100 cents.	2 38-100 cents.	12 2-10 per cent.

STATISTICS OF PASSENGER BUSINESS—SEVEN YEARS—1870-1876.

Movement of Passengers.												Earnings.		
YEAR.	THROUGH, (BUFFALO AND CHICAGO.)			WAY.				TOTAL THROUGH AND WAY.	WESTWARD	EASTWARD.	THROUGH, (BUFFALO AND CHICAGO.)	WAY.	TOTAL.	
	CLASS.		TOTAL.	CLASS.		TOTAL.								
	First.	Second.		Emigrant.	First.		Second.							Emigrant.
1870...	61,474	8,277	3,277	73,028	1,944,699	22,859	24,854	1,992,412	2,065,440	993,120	\$856,371 00	\$3,336 589 27	\$4,192,960 27	
1871...	54,259	9,094	4,530	67,883	1,935,522	24,212	18,811	1,976,545	2,046,428	989,287	799,059 79	3,207,663 79	4,006,723 58	
1872...	62,116	10,046	8,518	80,680	2,092,465	22,369	17,240	2,132,074	2,212,754	1,068,963	930,214 98	3,288,328 31	4,218,543 29	
1873...	65,577	9,687	7,031	82,295	2,713,512	22,238	27,118	2,762,868	2,845,163	1,464,288	945,072 65	3,624,657 09	4,569,729 74	
1874...	62,873	7,808	3,616	74,297	2,991,277	20,195	10,494	3,021,966	3,096,263	1,574,650	847,568 99	3,401,453 38	4,249,022 37	
1875...	58,225	6,611	4,104	68,940	3,076,497	17,423	7,374	3,101,294	3,170,234	1,607,456	759,523 24	3,163,274 64	3,922,797 88	
1876...	79,250	5,467	3,624	88,341	3,012,754	13,189	5,639	3,031,582	3,119,923	1,579,294	747,821 73	2,916,326 14	3,664,147 87	

Rates.												
AVERAGE FARE FROM EACH PASSENGER.												
AVERAGE PER MILE, ALL CLASSES.												
YEAR.	THROUGH, (BUFFALO AND CHICAGO)	WAY.	TOTAL.		AV. DISTANCE TRAVELED BY EACH PASSENGER.		AVERAGE FARE FROM EACH PASSENGER.		AVERAGE PER MILE, ALL CLASSES.		All.	
			Through, Miles.	Total.	Through, Miles.	Way.	Through.	Way.	Through.	Way.		
1870.....	39,435,120	121,064,994	160,500,114	77	61	540	\$1 61	\$2 03	2.17	2.75	Cts.	Cts.
1871.....	36,656,820	106,547,587	143,204,407	70	54	540	1 62	1 96	2.18	3.01	2.80	2.80
1872.....	43,567,200	118,741,295	102,308,495	74	55	540	1 54	1 92	2.14	2.74	2 59	2 59
1873.....	44,439,300	134,923,873	179,363,173	63	49	540	1 31	1 60	2.13	2.60	2.55	2.55
1874.....	40,120,380	133,104,192	173,294,572	56	44	540	1 41	1 37	2.11	2.55	2.45	2.45
1875.....	37,327,600	127,723,231	164,950,861	52	41	540	1 02	1 24	2.04	2.48	2.38	2.38
1876.....	47,704,140	127,806,331	175,510,501	56	42	540	8 46½	1 17½	1.57	2.28	2.09	2.09

Mileage.

Rates.

YEAR.	THROUGH, (BUFFALO AND CHICAGO)	WAY.	TOTAL.	AV. DISTANCE TRAVELED BY EACH PASSENGER.			AVERAGE FARE FROM EACH PASSENGER.			AVERAGE PER MILE, ALL CLASSES.		
				Through.	Way.	All.	Through.	Way.	All.	Through.	Way.	All.
1870	39,435,120	121,064,994	160,500,114	Miles. 540	Miles. 61	Miles. 77	\$11 72	\$1 61	\$2 03	Cts. 2.17	Cts. 2.75	Cts. 2.60
1871	36,656,820	106,547,587	143,204,407	540	54	70	11 77	1 62	1 96	2.18	3.01	2.80
1872	43,567,200	118,741,295	162,308,495	540	55	74	11 53	1 54	1 92	2.14	2.74	2 59
1873	44,439,300	134,923,873	179,363,173	540	49	63	11 48	1 31	1 60	2.13	2.69	2.55
1874	40,120,380	133,104,192	173,224,572	540	44	56	11 41	1 12½	1 37	2.11	2.55	2.45
1875	37,227,600	127,723,291	164,950,891	540	41	52	11 02	1 02	1 24	2.04	2.48	2.38
1876	47,704,140	127,806,381	175,510,501	540	42	56	8 46½	96	1 17½	1.57	2.28	2.09

NUMBER OF PASSENGERS LEAVING EACH STATION,

AND

REVENUE DERIVED THEREFROM.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1876.	1875.	1874.	1876.	1875.	1874.
Buffalo.....	213,635	180,064	183,253	\$ 847,756 32	\$ 822,240 45	\$ 907,074 89
West Seneca.....	4,026	4,766	2,470	520 40	526 35	287 25
Bay View.....	4,781	652	-----	834 75	109 40	-----
Hamburg.....	2,090	2,060	1,905	683 70	857 95	829 30
Lake View.....	3,216	4,108	4,092	1,203 65	1,587 62	1,641 50
Derby.....	3,723	3,720	3,698	1,123 53	1,139 66	1,225 55
Angola.....	10,908	11,545	11,513	4,956 14	5,546 43	5,896 43
Farnham.....	2,375	2,380	2,315	982 25	926 30	933 10
Irving.....	4,312	4,366	5,399	1,374 30	1,718 88	2,268 50
Silver Creek.....	12,220	11,933	11,492	5,155 76	5,487 16	5,104 60
Sheridan.....	1,402	1,288	1,061	220 15	251 95	269 60
Dunkirk.....	48,707	56,595	59,835	56,251 14	72,771 82	88,158 43
Morlans.....	175	187	132	66 30	55 75	54 35
Brocton.....	23,620	31,106	27,782	19,824 18	26,078 97	25,637 32
Portland.....	272	413	405	76 50	104 50	109 79
Westfield.....	11,763	13,063	13,734	7,662 26	8,634 10	9,641 61
Ripley Crossing.....	1,096	1,402	1,402	273 60	345 40	376 00
Ripley.....	5,712	6,733	6,426	2,463 65	2,840 35	2,933 65
State Line.....	2,432	2,862	2,865	791 39	940 16	1,069 10
North East.....	20,699	22,194	21,423	10,324 71	10,830 81	10,323 10
Morehead.....	3,244	3,284	3,349	697 56	737 87	755 60
Harbor Creek.....	5,776	5,945	6,011	1,138 33	1,255 66	1,442 35
Wesleyville.....	1,856	2,297	2,016	245 15	250 40	304 55
Erie.....	75,453	88,729	86,330	97,620 46	105,010 23	118,638 67
Swanville.....	2,632	2,224	2,285	728 70	619 70	625 55
Fairview.....	4,705	3,928	4,549	1,829 57	1,615 85	1,807 95
Girard.....	22,182	28,781	27,496	15,132 03	18,978 94	25,303 87
Springfield.....	2,734	2,775	2,471	1,640 68	1,639 58	1,588 75
Conneaut.....	9,851	12,610	11,831	8,106 40	10,706 74	10,790 55
Amboy.....	971	951	598	357 30	332 10	257 60
Kingsville.....	5,690	5,689	5,333	3,037 98	3,349 19	3,180 40
Oil City.....	12,513	14,699	15,312	7,024 35	9,166 75	10,298 98
Reno.....	4,217	2,935	2,671	583 05	541 10	570 82
Run.....	235	-----	-----	41 65	-----	-----
Franklin.....	20,567	20,889	25,027	10,713 39	12,010 18	14,837 38
Sunmit.....	379	706	868	123 70	178 20	234 20
Polk.....	3,979	4,133	5,318	1,171 25	1,341 25	1,781 13
Raymilton.....	4,325	4,630	6,008	1,520 95	1,612 00	2,444 05
Sandy Lake.....	9,559	11,451	11,568	3,480 25	3,796 45	4,429 85
Stoneboro.....	11,205	11,974	10,867	5,030 20	5,382 54	4,550 07
Clark's.....	2,078	2,332	2,913	728 50	833 60	1,081 25
Hadleys.....	3,075	3,348	4,249	1,346 15	1,371 30	1,795 40
Salem.....	500	1,004	1,327	210 10	301 40	465 95
Amasa.....	3,062	2,986	2,969	1,402 85	1,295 50	1,279 95
Jamestown.....	8,529	9,594	12,318	7,040 41	7,537 10	10,633 40
Turner.....	366	554	478	88 20	117 85	108 80
Simon.....	840	1,031	1,106	304 70	373 05	469 15
Youngstown.....	2,207	2,769	4,088	1,288 80	2,226 85	1,862 85
Thornhill.....	48	114	155	11 45	16 90	28 70
Doughton.....	167	233	479	50 40	53 95	96 70
Coalburg.....	1,888	1,405	3,281	588 75	377 93	860 95
Brookfield.....	165	144	72	51 00	50 80	24 75
Tyrell.....	594	442	918	225 05	177 40	308 95
Fowler.....	542	612	857	248 85	262 90	313 95
Latimer.....	386	289	462	109 75	76 35	130 45
Kinsman.....	1,431	2,587	1,835	880 55	1,284 75	813 35
Williamsfield.....	2,326	2,161	2,302	957 15	948 20	655 85
Andover.....	8,633	9,501	8,506	4,121 38	4,909 77	5,003 80
Leon.....	3,395	3,536	2,516	1,433 70	1,641 35	1,296 90
Dorset.....	925	1,389	1,163	278 05	471 90	379 95
Jefferson.....	13,042	13,190	11,594	5,597 90	6,287 54	6,463 70
Griggs.....	322	285	-----	79 60	73 35	-----
Plymouth.....	464	748	1,056	103 75	185 35	297 30
Ashtabula.....	38,686	41,632	35,759	33,988 29	37,948 06	34,498 06
Saybrook.....	2,111	2,195	2,202	765 28	763 45	1,007 65
Geneva.....	14,516	15,580	14,372	8,620 95	9,384 58	10,122 05
Unionville.....	3,504	3,585	3,289	1,602 60	1,691 75	1,657 80

NUMBER OF PASSENGERS LEAVING EACH STATION—CONTINUED.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1876.	1875.	1874.	1876.	1875.	1874.
Madison	10,137	10,419	11,162	\$ 5,431 25	\$ 5,521 78	\$ 6,235 45
Perry	4,655	5,136	5,047	1,783 40	1,903 47	1,975 05
Lane	569	391		118 65	95 55	
Painesville	40,141	41,271	40,986	32,984 76	35,427 35	86,391 21
Heisley	395	279		170 85	123 95	
Mentor	6,360	7,155	7,213	2,797 45	3,252 20	3,387 50
Reynolds	868	1,243		145 00	117 17	
Willoughby	14,231	16,072	14,845	6,776 00	7,617 10	7,907 20
Wickliffe	2,713	2,689	2,564	891 80	925 00	875 20
Noble	966	961	833	243 60	251 65	262 00
Nottingham	5,607	9,911	9,214	1,687 15	2,620 85	2,797 40
Collinwood	7,121	7,275	2,905	1,950 30	1,680 20	658 20
Coits	1,832	3,692	2,497	292 25	447 80	350 45
Glenville	17,599	24,776	23,943	6,532 95	6,715 45	7,959 87
Cleveland	228,680	250,513	240,022	462,381 53	531,531 21	564,695 57
West Cleveland	3,069			442 75		
Rockport	1,243	1,638	391	315 20	307 45	78 00
Town Line	582	794		184 15	221 30	
Berea	12,614	16,480	16,606	8,235 62	10,119 54	9,980 15
Olmsted	6,126	6,180	7,044	2,539 27	2,506 35	2,828 35
Shawville	4,588	4,655	4,845	1,812 00	1,726 13	1,865 15
Elyria	53,115	57,367	57,863	40,314 86	44,312 20	44,140 19
Amherst	11,674	13,337	15,063	5,285 29	6,268 10	7,057 10
Brownhelm	4,026	4,444	4,614	1,352 55	1,498 80	1,673 30
Vermillion	9,934	9,916	11,218	4,835 38	5,143 40	5,787 40
Ceylon	5,196	5,595	6,033	2,424 42	3,063 70	3,183 40
Huron	8,377	9,046	8,888	4,034 85	4,154 07	4,525 80
Sandusky	32,669	33,964	34,285	28,201 47	33,087 14	34,509 81
Venice	1,777	1,920	1,788	660 37	654 20	696 90
Danbury	4,462	3,627	3,929	1,172 10	1,046 90	1,017 90
Gypsum	3,427	3,070	2,982	865 55	820 35	857 35
Port Clinton	16,029	14,680	14,116	8,136 25	8,013 65	7,917 70
La Carne	2,769	2,411	2,332	824 00	802 95	923 55
Oak Harbor	7,492	7,337	7,004	3,453 26	3,450 38	3,579 10
Rocky Ridge	1,799	1,729	1,791	672 40	621 95	671 75
Graytown	2,931	3,041	2,871	1,474 40	1,505 10	1,494 35
Martin	3,174	3,681	3,568	1,339 05	1,506 00	1,600 50
Oberlin	30,333	32,375	31,688	22,314 14	24,368 57	25,687 05
Kipton	4,566	5,231	5,107	2,317 82	2,613 05	2,973 90
Wakeman	9,697	9,875	9,721	5,924 93	6,393 55	6,350 60
Collins	5,514	6,461	6,451	2,642 44	3,412 97	3,558 90
Norwalk	42,066	41,151	40,361	29,680 70	30,405 63	31,862 52
Monroeville	29,523	31,316	31,556	21,529 65	25,752 16	35,220 53
Bellevue	19,374	19,313	18,102	12,255 83	12,242 00	12,016 30
Clyde	31,202	32 651	34,019	23,843 31	25,404 77	28,913 40
Fremont	38,887	40,682	39,251	27,897 07	30,813 06	31,463 29
Lindsey	5,590	5,392	4,909	1,837 50	1,939 78	1,927 31
Elmore	12,863	13,330	13,049	6,027 15	6,690 75	6,771 80
Genoa	10,861	10,620	10,787	4,623 01	4,787 30	4,734 95
Millbury	8,319	8,419	9,634	2,706 70	3,005 55	3,589 71
East Toledo	1,388	1,304	1,508	717 45	769 45	816 00
Detroit	29,101	37,873	35,396	66,054 77	72,171 13	76,446 60
Grand Trunk Junction	6,185	5,502	6,128	9,030 77	9,213 86	10,495 79
Ecorces	690	1,288	652	226 65	332 30	230 05
Wyandotte	3,776	5,582	6,808	2,190 80	3,024 55	3,227 45
Trenton	3,777	4,864	5,552	1,902 60	2,694 25	2,627 70
Rockwood	4,259	4,184	4,769	2,200 20	1,955 45	2,327 95
Newport	4,096	4,047	4,429	1,521 15	1,386 35	1,505 30
Stony Creek	820	434	350	225 05	103 55	84 55
Monroe	33,648	36,477	33,624	29,084 72	32,961 03	33,595 25
Ida	3,794	3,359	2,988	1,453 15	1,399 35	1,257 00
Petersburg	6,990	6,672	6,819	3,576 90	3,537 35	3,792 75
Deerfield	6,294	6,868	7,018	2,458 45	2,819 02	3,049 95
Siason	1,000	1,031	1,193	226 85	229 65	296 10
Wellsville	950	812	843	239 05	213 05	228 90
La Salle	851	299	361	269 70	87 25	97 35
Vienna	3,047	2,929	3,486	1,238 55	1,069 33	1,256 35
Alexis	234	71	59	84 90	37 45	23 25
West Toledo	659	730	647	367 10	387 05	293 20
Wagon Works	342			254 85		
Toledo	169,063	181,724	182,369	272,612 78	308,646 54	329,872 62
Air Line Junction	2,621	2,289	222	1,645 50	1,475 50	101 30

NUMBER OF PASSENGERS LEAVING EACH STATION—CONTINUED.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1876.	1875.	1874.	1876.	1875.	1874.
Richards	1,054	1,037	270	\$ 295 95	\$ 275 35	\$ 65 55
Sylvania	9,090	11,083	10,978	3,315 25	3,951 80	4,067 20
Ottawa Lake	5,627	6,783	7,239	2,066 25	2,425 55	2,686 75
Riga	4,480	5,068	5,808	1,525 60	1,724 85	2,135 45
Blissfield	13,303	14,899	14,342	6,279 20	7,068 45	6,907 00
Grosvenor	5,626	5,943	6,518	3,900 10	4,264 72	4,123 75
Palmyra	1,308	1,352	1,164	464 80	464 70	489 35
Lenawee	9,508	9,256	8,955	4,146 25	4,192 70	4,170 05
Adrian	63,254	63,539	63,511	53,199 00	55,833 47	58,364 02
Chase's	885	576	628	234 65	156 80	165 90
Tecumseh	20,722	18,315	18,280	11,918 91	11,408 02	12,062 08
Clinton	9,906	8,513	8,903	3,967 45	3,699 85	4,317 90
River Raisin	458	336	395	153 60	117 15	136 25
Manchester	10,250	9,082	8,857	5,725 06	4,909 54	5,085 34
Norvell	3,202	2,829	2,878	1,208 20	1,065 85	1,199 70
Napoleon	5,946	5,880	5,752	2,349 55	2,386 15	2,528 85
Eldred	338	232	220	99 30	88 70	82 55
Jackson	25,535	21,753	22,139	30,501 88	31,012 94	34,565 70
Clayton	7,741	7,703	8,248	4,025 30	4,180 50	4,824 90
Hudson	21,486	21,097	22,215	16,448 12	17,752 84	18,448 37
Pittsford	5,107	4,829	5,508	2,214 75	2,240 60	2,494 09
Osseo	3,835	3,823	4,519	2,106 60	2,333 60	2,545 90
Hillsdale	26,432	29,247	29,752	22,818 56	24,874 31	26,287 57
Jonesville	26,124	29,862	31,529	16,924 49	20,397 09	21,990 88
Litchfield	6,456	6,650	5,822	2,457 10	3,031 78	2,774 55
Homer	7,247	6,694	7,191	3,347 47	3,205 15	3,049 25
Condit	639	716	1,101	192 05	222 97	298 15
Albion	13,152	13,657	14,742	8,029 26	8,258 91	8,529 51
Devereux	2,380	2,196	2,257	688 85	663 25	641 10
Springport	4,858	5,353	5,768	2,002 45	2,317 95	2,171 30
Charlesworth	1,706	1,974	2,238	515 60	558 38	623 90
Eaton Rapids	9,416	10,705	12,045	7,051 31	8,389 53	9,337 35
Kingsland	549	386	129	100 45	115 50	37 65
Dimondale	2,833	3,304	4,119	1,296 40	1,546 45	1,787 10
Packard	38	33	19	8 65	12 45	5 10
South Lansing	167			63 90		
Lansing	8,791	12,918	11,076	11,889 71	15,884 30	14,044 94
North Lansing	430			410 70		
Allens	4,097	4,707	5,296	2,159 05	2,528 95	2,922 45
Quincy	10,502	12,889	12,442	6,593 55	7,265 54	7,300 10
Coldwater	29,772	30,949	31,887	29,441 95	30,173 81	33,951 09
Batavia	1,862	959	774	503 35	350 45	267 35
Bronson	10,087	10,413	11,675	6,144 35	6,239 40	7,177 25
Burr Oak	8,379	9,326	9,705	4,909 80	5,493 60	6,232 10
Sturgis	15,837	17,081	16,078	15,310 04	16,322 07	15,390 11
Douglass	1,670	1,452	1,422	601 90	522 80	591 70
White Pigeon	20,348	21,023	21,524	14,865 60	15,658 91	16,115 30
Constantine	10,703	10,977	10,814	4,895 08	4,598 25	4,801 85
Florence	942	282	258	104 00	66 15	63 40
Three Rivers	17,632	17,941	17,962	12,790 91	11,126 41	11,242 16
Moorepark	2,015	2,181	2,155	700 35	756 40	874 25
Flowerfield	2,147	2,346	2,365	862 80	1,043 15	950 30
Schoolcraft	10,221	9,816	10,170	4,855 13	4,997 65	5,480 90
Portage	1,934	1,684	1,679	455 50	495 00	461 25
Kalamazoo	30,107	30,198	31,061	27,911 14	29,213 87	31,221 74
Cooper	405	354	378	110 45	102 15	123 55
Argenta	2,348	2,210	2,444	658 45	641 55	774 35
Plainwell	7,492	8,571	8,738	3,528 96	3,973 65	3,932 40
Otsego	8,443	8,876	10,585	3,609 23	4,224 15	4,854 70
Abronia	1,138	1,058	1,345	362 90	335 80	387 95
Allegan	15,990	17,618	19,068	12,868 38	14,302 21	15,807 98
Hopkins	4,509	4,325	3,706	2,253 40	2,385 70	2,417 40
Hilliards	1,741	1,693	1,584	936 25	931 40	888 65
Dorr	3,965	4,276	4,337	2,333 80	2,561 50	2,765 50
Byron	4,485	4,559	4,466	2,072 35	2,323 30	2,146 25
Grandville	651	889	838	213 20	303 90	261 25
Eagle Mills	380	383	480	95 70	89 40	84 45
Grand Rapids	17,238	18,160	17,697	27,891 44	30,326 01	30,495 77
Vistula	2,670	2,432	2,669	1,521 65	1,373 45	1,457 55
Bristol	6,891	5,879	6,705	2,680 90	2,340 10	2,783 40
Holland	2,588	2,289	2,714	844 60	816 80	1,039 14
Swanton	5,753	5,451	5,853	2,714 00	2,749 95	3,069 30

NUMBER OF PASSENGERS LEAVING EACH STATION—CONCLUDED.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1876.	1875.	1874.	1876.	1875.	1874.
Delta.....	8,980	8,641	7,129	\$ 4,542 65	\$ 4,977 72	\$ 4,203 15
Wauseon.....	16,862	16,208	15,755	11,345 98	11,783 29	12,803 28
Pettisville.....	3,548	3,014	2,912	1,369 55	1,241 20	1,187 45
Archbald.....	5,512	4,375	4,563	2,472 20	2,062 30	2,529 85
Stryker.....	7,691	8,355	7,278	4,860 50	5 237 54	5,206 30
Bryan.....	18,342	18,792	18,846	15,688 40	16,186 95	17,944 05
Melbern.....	1,373	1,278	1,064	474 35	445 50	503 40
Edgerton.....	8 260	8,626	8,625	5,135 10	5,018 40	5,276 00
Butler.....	8,992	10,033	10,640	7,003 66	8,205 05	9,136 84
Waterloo.....	14,345	13,940	16,738	10,237 29	10,334 88	13,608 79
Sedan.....	1,453	1,646	1,749	320 55	399 00	545 00
Corunna.....	3,278	2,816	2,872	868 95	777 00	1,003 20
Kendallville.....	16,157	15,923	19,668	14,566 61	14,708 03	18,438 79
Brimfield.....	3,240	2,961	4,484	1,538 15	1,473 20	2,000 70
Wawaka.....	2,618	2,209	2,688	840 90	826 60	1,179 25
Ligonier.....	11,881	11,681	13,199	8,848 62	8,636 85	10,702 25
Millersburg.....	2,995	2,284	1,919	1,026 80	882 25	871 25
Goshen.....	26,637	23,555	22,997	17,169 11	15,624 08	16,056 12
Dunlaps.....	427	331	9	94 20	77 90	8 55
Elkhart.....	63,442	60,459	62,713	56,759 00	58,488 38	63,155 86
Osceola.....	2,260	1,951	2,181	653 90	508 22	655 95
Mishawaka.....	12,143	13,397	13,641	5,609 25	7,162 80	7,731 70
South Bend.....	38,881	40,131	40,051	41,125 36	43,270 48	46,699 65
Warrentown.....	1,373	1,002	898	391 60	312 85	120 25
Terre Coupee.....	1,134	1,222	1,788	475 95	535 00	884 10
New Carlisle.....	5,428	5,723	5,569	2,852 95	3,263 55	3,085 65
Rolling Prairie.....	4,945	4,414	4,221	1,678 45	1,656 50	1,729 30
Laporte.....	27,163	29,108	29,624	27,679 07	31,357 00	34,088 75
Forester.....	350	949	367	137 80	143 50	129 25
Otis.....	4,989	5,633	6,582	3,537 68	3,844 90	4,546 82
Burdick.....	636	588	739	266 70	220 25	345 75
Chesterton.....	2,070	2,696	3,347	1,521 10	2,011 05	2,510 25
Millers.....	843	980	1,764	557 35	656 80	1,059 05
Pine.....	135	219	473	82 80	118 60	246 25
Whiting.....	624	1,260	1,788	244 25	470 20	736 15
Colehour.....	8,625	7,047	1,509	1,254 25	1,158 15	304 80
100th Street.....	6,175	4,812	-----	1,023 05	794 40	-----
South Chicago.....	32,335	30,157	15,202	6,023 11	6,984 55	4,105 20
Grand Crossing.....	8,100	5,064	3,926	3,326 28	3,635 11	4,101 72
Brookline.....	336	-----	-----	55 05	-----	-----
Englewood.....	35,668	25,632	16,782	7,333 89	6,460 66	5,159 07
Chicago.....	164,660	148,321	158,253	-----	-----	-----
Do. City Travel.....	167,770	138,483	81,529	561,966 47	609,369 03	679,272 11
TOTAL.....	3,119,923	3,170,234	3,096,263	\$ 3,664,147 87	\$ 3,922,797 88	\$ 4,249,022 37

EARNINGS—1837-1876—FORTY YEARS.

YEAR.	ERIE & KALAMAZOO (Toledo to Adrian.)	MICHIGAN SOUTHERN & NORTH'N INDIANA.	TOLEDO, NORWALK AND CLEVELAND.	CLEVELAND AND TOLEDO.	CLEVELAND, PAINESV'LE AND ASHTABULA.	LAKE SHORE RAILWAY.
1837.....	^a 55,821	-----	-----	-----	-----	-----
1838.....	50,486	-----	-----	-----	-----	-----
1839.....	46,169	-----	-----	-----	-----	-----
1840.....	35,544	-----	-----	-----	-----	-----
1841.....	37,686	^d 7,399	-----	-----	-----	-----
1842.....	^b 25,114	15,248	-----	-----	-----	-----
1843.....	26,770	24,260	-----	-----	-----	-----
1844.....	28,005	60,340	-----	-----	-----	-----
1845.....	28,422	62,735	-----	-----	-----	-----
1846.....	26,580	88,394	-----	-----	-----	-----
1847.....	32,834	101,024	-----	-----	-----	-----
1848.....	26,047	71,580	-----	-----	-----	-----
1849.....	^c 14,580	88,660	-----	-----	-----	-----
1850.....	-----	162,235	-----	-----	-----	-----
1851.....	-----	305,686	-----	-----	-----	-----
1852.....	-----	^e 555,383	-----	-----	-----	-----
1853.....	-----	1,573,181	^f 229,270	^g 210,956	ⁱ 658,526	-----
1854.....	-----	2,158,312	-----	685,737	870,430	-----
1855.....	-----	2,595,630	-----	888,355	1,152,939	-----
1856.....	-----	2,714,848	-----	1,106,021	1,321,699	-----
1857.....	-----	2,233,746	-----	1,039,661	1,251,538	-----
1858.....	-----	2,015,750	-----	838,810	1,111,353	-----
1859.....	-----	1,754,816	-----	780,236	934,321	-----
1860.....	-----	2,068,897	-----	889,500	1,069,325	-----
1861.....	-----	2,167,280	-----	955,959	1,244,975	-----
1862.....	-----	3,228,329	-----	1,167,545	1,629,126	-----
1863.....	-----	3,296,094	-----	1,579,511	2,076,185	-----
1864.....	-----	4,120,153	-----	1,985,808	2,429,698	-----
1865.....	-----	4,826,723	-----	2,359,958	2,396,110	-----
1866.....	-----	4,646,328	-----	2,514,277	2,599,352	-----
1867.....	-----	4,663,809	-----	^h 1,948,315	^j 3,062,013	-----
1868.....	-----	4,978,153	-----	-----	-----	^k 5,037,995
1869.....	-----	^r 2,099,540	-----	-----	-----	^l 2,258,665
1870.....	-----	-----	-----	-----	-----	-----
1871.....	-----	-----	-----	-----	-----	-----
1872.....	-----	-----	-----	-----	-----	-----
1873.....	-----	-----	-----	-----	-----	-----
1874.....	-----	-----	-----	-----	-----	-----
1875.....	-----	-----	-----	-----	-----	-----
1876.....	-----	-----	-----	-----	-----	-----

^a First locomotive (the "Adrian," Baldwin No. 80) arrived at Toledo June 20, 1837. Animal power used previously.

^b Receiver appointed, (Willard J. Daniels, now of Lockport, N. Y.) The only Receivership in the history of all the companies.

^c Perpetual lease to Michigan Southern, August 1, 1849. Flat or "strap" rail used up to 1851.

^d Built and operated by State of Michigan to November 30, 1846.

^e Opened through to Chicago May 22, 1852.

^f Opened through, January 24, 1853. Merged into Cleveland & Toledo, September 1, 1853. Northern Division (Junction R. R.) opened West Cleveland to Sandusky, October 24, 1853; to Toledo, April 24, 1855.

^g September 1, to December 31, 1853—four months.

^h To October 31, 1867—ten months. Leased to Cleveland, Painesville & Ashtabula—subsequently consolidated, (March 19, 1869.)

ⁱ Opened Cleveland to Erie November 20, 1852.

^j Includes Cleveland & Toledo earnings November and December.

^k Lake Shore Railway—formerly C., P. & A. and C. & T. (Erie to Toledo.)

EARNINGS—1837-1876—FORTY YEARS.

ERIE & NORTH EAST. 6 feet gauge.	BUFFALO & STATE LINE.	BUFFALO & ERIE.	LAKE SHORE AND MICHIGAN SOUTHERN.	TOTAL EARNINGS.	FREIGHT PER TON PER MILE.	YEAR.
-----	-----	-----	-----	\$ 55,821	-----	1837
-----	-----	-----	-----	50,488	-----	1838
-----	-----	-----	-----	46,169	-----	1839
-----	-----	-----	-----	35,544	-----	1840
-----	-----	-----	-----	45,085	-----	1841
-----	-----	-----	-----	40,362	-----	1842
-----	-----	-----	-----	51,030	-----	1843
-----	-----	-----	-----	88,345	-----	1844
-----	-----	-----	-----	91,157	-----	1845
-----	-----	-----	-----	114,974	-----	1846
-----	-----	-----	-----	133,858	-----	1847
-----	-----	-----	-----	97,627	-----	1848
-----	-----	-----	-----	103,240	-----	1849
-----	-----	-----	-----	162,235	-----	1850
-----	-----	-----	-----	305,686	-----	1851
^m 62,380	ⁿ 202,713	-----	-----	820,476	-----	1852
125,600	451,371	-----	-----	3,248,904	Cents,	1853
-----	-----	705,582	-----	4,420,061	3.570	1854
-----	-----	947,100	-----	5,584,024	3.270	1855
-----	-----	1,108,755	-----	^s 6,251,323	2.960	1856
-----	-----	1,051,904	-----	5,576,849	2.740	1857
-----	-----	938,740	-----	4,904,653	2.580	1858
-----	-----	836,655	-----	4,306,028	2.292	1859
-----	-----	918,021	-----	4,945,743	2.757	1860
-----	-----	1,047,307	-----	5,415,521	2.092	1861
-----	-----	1,386,611	-----	7,411,611	2.099	1862
-----	-----	1,724,084	-----	8,675,874	2.296	1863
-----	-----	2,030,062	-----	10,565,721	2.333	1864
-----	-----	2,374,821	-----	11,957,612	2.903	1865
-----	-----	2,477,058	-----	12,237,015	2.476	1866
-----	-----	^o 2,284,129	-----	11,958,266	2.427	1867
-----	-----	2,214,337	-----	12,230,485	2.336	1868
-----	-----	^p 1,290,075	^q 7,327,135	12,975,415	1.774	1869
-----	-----	-----	13,509,236	13,509,236	1.504	1870
-----	-----	-----	14,898,449	14,898,449	1.397	1871
-----	-----	-----	17,699,935	17,699,935	1.374	1872
-----	-----	-----	19,414,509	^r 19,414,509	1.335	1873
-----	-----	-----	17,146,131	17,146,131	1.780	1874
-----	-----	-----	14,434,199	14,434,199	1.070	1875
-----	-----	-----	13,949,177	13,949,177	.877	1876

^l To May 31—five months.

^m Opened January 19, 1852, and run as a wide gauge railroad to December 7, 1853. The attempt to narrow the gauge was followed by the "Erie War," which closed the road two months to February 1, 1854, on which day the first train passed from Buffalo to Erie over a uniform gauge.

ⁿ Opened Buffalo to State Line February 22, 1852.

^o The Buffalo & State Line and the Erie & North East Railroad Companies were operated as one road from November 19, 1853, to May 15, 1867, under a contract, when they were formally consolidated, taking the name "Buffalo & Erie Railroad."

^p Seven months, to August 1. Merged into Lake Shore & Michigan Southern.

^q Begins June 1, Chicago to Erie; August 1, Chicago to Buffalo.

^r Five months, to May 31, 1869—Consolidation with Lake Shore Railway.

^s 1856, the last of the first twenty years, the Earnings reached their maximum, (\$6,251,323,) when the revulsion of 1857 came.

^t 1873 was the summit year of the second twenty years, the Earnings reaching \$19,414,509, more than treble the earnings of 1856.

